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六拜禮

號四十月三英港香

SATURDAY MARCH 14, 1925

日十二月二

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ELECTRIC COMPANY MEETING.

NO NEW CAPITAL AT PRESENT.

NEW ARRANGEMENT WITH TAIKOO.

Some interesting facts were
disclosed by the Chairman (Hon.
Mr. A. O. Lang) at the annual
meeting of the Hongkong
Electric Co., Ltd. held this
morning at the P. and O. Build-
ing. In the course of his speech
Mr. Lang stated that the
reduction in price of current has
benefited consumers to the extent
of \$236,000; that the total cost
of the change of voltage and
frequency, now completed, was
\$541,322, involving, amongst
other things, the free gift of over
240,000 lamps. He also stated
that an agreement had been
entered into with Messrs.
Butterfield and Swire for the
interchange of energy between
the Taikoo Station and the
Company's North Point Station;
and announced that the suggested
issue of fresh capital has been
deferred for the present.

There were present at the
meeting the Hon. Sir Paul
Chater, O.M.G., Sir Robert Ho
Tung, Mr. E. D. F. Balch and
Mr. T. G. Weill (Directors), and
the following shareholders:
Messrs. T. E. Pearce, Yip Yung-
pak, G. Murray, Leung Shiu-
lau, O. F. Ribeiro, Loung
Fat-tin, L. E. Ozorio, J. T. Bagram,
G. V. Osmund, L. J. Davies,
C. G. Alabaster, W. E. Joseph, O.
Baptista, Lo Chung-kuo, Wong
Ping-sun, Leung Yan-po, Felix
M. Ellis, H. Rutonjee, A. A.
Alves, J. P. Braga, So Pui-chun,
Tong Hin-pang, Ip Fook and Ng
Shu-sau.

CHAIRMAN'S SPEECH.

The Chairman's speech was as
follows:—Gentlemen,—The report
and accounts have been in your
hands for the prescribed period
and I propose, with your
permission, to take them as read.
The net profit for the year, after
making due allowance for de-
preciation, is \$3,353,962.25 and
with the sum of \$148,757.39
brought forward from last account
we have \$1,474,534.64 for ap-
propriation. With this sum we pro-
pose to pay a dividend of \$2.50
per share on 300,000 shares, \$750,000;
to place to reserve, \$600,000; to
carry forward to next account
\$124,133.64. The dividend is \$2.50
per share compared with \$1.50
for the previous year. In view of
contemplated extensions of plant,
your Directors consider it ad-
visable to make a liberal provision
for reserve and consequently the
sum of \$600,000 has been
set aside for this purpose. The
amount carried forward to next
account is slightly less than last
year. I trust, gentlemen, that
this proposed allotment of the
profits meets with your approval.

At the beginning of April we
reduced the price of current for
lighting and fans from 18 cents
per unit to 16 cents per unit, a
reduction which has benefited
our consumers to the extent of
over \$236,000. The sales of cur-
rent in 1924 amounted to 23½
million units, a substantial in-
crease over the output of 19
million units in 1923 and 15
million units in 1922. We have
added a further 2,500 consumers
to our system, a rate of expansion
which your Directors consider
satisfactory.

The work of changing the
voltage and frequency of our
supply to a modern standard was
started in 1921 and completed in
September, 1924. The amount
expended on this work during
the year under review was
\$140,981 and the Special Reserve
of \$100,000 set aside in 1922 has
now been utilized and disappears
from the balance sheet. The total
cost of the change of voltage and
frequency has been \$541,322.
The work has been one of con-
siderable magnitude and has in-
volved the rewinding of 15,500
fans, the free gift of over 240,000
lamps, the conversion or ex-
change of 3,400 appliances, and
the reconstruction of over 16,000
meters.

We have purchased during the
year a piece of land adjoining

our North Point Works which
will give us a frontage
on the new 100 ft. road and
provide room for future exten-
sions; also a building site for
European quarters at Causeway
Bay, and sites for substations at
Kennedy Town, Mount Cameron
and Aberdeen. Building has been
commenced on thirteen houses
at Causeway Bay and the sub-
stations at Mount Cameron and
Aberdeen. The first block of
workmen's quarters at North
Point, completed and occupied in
April, forms a useful addition to
our property. A new substation
building at West Point was
finished towards the end of the
year and one of the staff re-
sidences has been practically
reconstructed.

The principal expenditure on
plant during 1924 has been in
respect of mains, which includes
the laying of 50,000 yards of
underground cable.

An agreement has been entered
into with Messrs. Butterfield &
Swire for the interchange of
energy between their Taikoo
Power Station and our Station at
North Point. We believe that
this arrangement will be mutu-
ally beneficial, and it is hoped to
commence operations during 1925.

At our last meeting I stated
that we should in the near future
require fresh capital and that an
issue in the early part of 1925
was contemplated. Since that
date we have entered into the
arrangement outlined above and
this, together with the increased
profits made in 1924, will enable
us to defer for the present the
question of a new issue.

CONGRATULATIONS.

In seconding the motion Mr.
T. E. Pearce said:—Mr. Chairman
and gentlemen—I rise with
much pleasure to second the
resolution which has just been
proposed from the chair.
I think I may safely say that
all your shareholders who have
the Company's best interests at
heart are entirely satisfied with
the proposed allotment of profits.
Some few years ago you placed
before us a programme of expan-
sion and development which may
to some have appeared unneces-
sarily optimistic. Results have
proved the contrary and the
figures which we see to-day must
be a source of great satisfaction to
the Management and Directors,
as it is to the shareholders. The
increase of 4½ million units
of current sold, or 20% more than
in 1923, and over 50% more than
in 1922, and the addition of 2,500
consumers to our system, are
figures which I venture to suggest
can be described as more than
merely "satisfactory."

I think the generous policy
adopted when dealing
with the change of voltage, and
the further reduction in price of
current during the year should
have well satisfied our customers.
We are pleased to learn that pro-
vision is being made for further
extensions and development, a
policy which is fully justified by
the ever increasing demand for
our supplies. When I last had
the pleasure of seconding the
Company's report, I commented
on the fact that our charges were
considerably cheaper than many
of our neighbours in the East,
although some of them are sup-
plied by municipal undertakings.
This to-day is still the case, and
I feel sure shareholders will sup-
port my congratulations to the
Manager, staff, directors and
agents on the way this public
utility company is so ably and
successfully managed. With these
remarks I beg to second the ad-
option of the report and accounts.
The motion was adopted.

BUSINESS MATTERS.

Mr. C. G. Alabaster proposed
and Mr. W. G. Joseph seconded
the resolution to the Board of
Directors of the Hon. Sir Paul

ANTI-PIRACY NEEDS

RIVER PATROL VESSELS.

London, March 13.
Mr. W. C. Bridgeman's mem-
orandum on the naval estimates
says that the disturbances in
China and piracy on the Yangtze
and Canton rivers has been a
strain on the resources of the
China station.

The gunboats on the Yangtze
are rapidly nearing the end of
effective life, and will be gradu-
ally replaced.

He mentions that four motor-
launches have been sent out to
the Yangtze, and that useful
service is being performed by
river launches provided by the
Hongkong Government and man-
ned by the navy.—*Reuter.*

THE OPIUM POPPY.

INDIA ONLY A SMALL CULTIVATOR.

Delhi, March 13.
In the Assembly, Sir Basil
Blackett, in the course of a speech
on the opium question, referring
to the China trade, showed how
the whole revenue which once
came from China was now lost,
and the cultivation in China of
the opium poppy was now esti-
mated at from seven to twenty
times the Indian cultivation.

China had become the most
important world producer.
The Indian revenue from the
export trade had fallen from 801
lakhs of rupees in 1910 to 183
lakhs in 1923.

The Government of India would
be only too pleased if the countries
now taking Indian opium pro-
hibited smoking, as the Govern-
ment of India had largely done.
India did not wish to profit by
the degradation of other countries,
but so long as the Government of
other producing countries would
not restrict smoking, there was
no reason why India should forgo
the revenue which would be
simply transferred to Turkey or
Persia.—*Reuter.*

Delhi, March 13.
In the course of the opium
debate, the Assembly passed a
resolution by 60 to 52 votes urging
the restriction of the drug to
scientific and medical purposes.—*Reuter.*

THE SWARAJIST OPPOSITION.

DEADLOCK CONTINUES.

Nagpur, March 13.
A Swarajist budget amendment,
reducing the Ministers' salaries
to two rupees per annum, was
carried by 37 to 28, the Swarajists
generally voting against having
any Ministers.

Thus the constitutional dead-
lock continues, and the reforms
remain in abeyance in the
Central Provinces.—*Reuter.*

CANADIAN TRADE.

PACIFIC TO COME IN.

Ottawa, March 13.
In the course of a debate in the
House of Commons with regard
to ratification of the Peterson
shipping agreement, it was said
if a measure of control was
secured for the Atlantic and suc-
ceeded, then the same principle
would be applied to the Pacific
trade.—*Reuter's American Service.*

Chater and the Hon. Mr. A. O.
Lang. This was carried.

The meeting confirmed the
election to the Board of Messrs.
B. D. F. Balch and T. G. Weill,
on the proposition of Mr. J. T.
Bagram, seconded by Mr. Yip
Yung-pak.

Messrs. Linstead and Davis
were appointed auditors to the
Company for the ensuing year at
a remuneration of \$1,000. This
was proposed by Mr. L. J. Davis
and seconded by Mr. G. Murray.

The Chairman:—"That is all
the business before the meeting.
Thank you for your attendance.
Dividend warrants will be ready
on Monday."

SAILORS' HOME.

MOVE TO KOWLOON.

ST. PETER'S CHURCH TO HAVE
NEW SITE.

The Sailors' Home is to move
to a new site near Signal Hill in
Kowloon which the Government
is to present to the Trustees, to-
gether with a sum of \$800,000 in
exchange for the present site and
building. St. Peter's Church is
also to give place to a new Police
Station, the Government provid-
ing a new site for the church in a
quieter locality and contributing
\$50,000 for the erection of a new
church.

These facts are mentioned in
the draft of a Bill to provide for
the incorporation of the Trustees
of the Sailors' Home, the Objects
and Reasons of which are given
as follows:—

The object of this Bill is to
create a corporation to be known
as "The Trustees of the Sailors'
Home in Hongkong," to appoint
the first trustees, and to vest in
the new corporation the Crown
lease of the land on which the
present Sailors Home stands.

The present Sailors Home was
provided by the community, the
site being given by the Govern-
ment and the cost of the buildings
being defrayed by public sub-
scription. The original Crown
leasees, who were practically
trustees of the Sailors' Home,
have all died, and the Home has
for many years been conducted
by an informal committee, which
grew out of the body composed
of the original Crown leasees.

The present site, which has be-
come quite unsuitable for the pur-
poses of a Sailors Home, and is
proposed to transfer the Home to a
site in Kowloon immediately to
the south of Signal Hill. There
is no person or body at present
who has any legal right to deal
with the existing site. Accord-
ingly the bill proposes to create
a corporation consisting of
the members of the present
informal committee and to vest
the present site in the new
corporation. The members of
the present committee who
will be the members of the
new corporation, have agreed
informally to surrender the
existing site and buildings to the
Crown, and the Government have
undertaken to grant to the
corporation the proposed new site
in Kowloon and to provide the
sum of \$800,000 for the erection,
furnishing and endowment of the
new Home.

St. Peter's Church was erected
in the year 1871 on a portion of
the present site of the Sailors
Home. The cost of the
building was defrayed by
subscriptions raised in the
Colony and elsewhere and by a
grant of \$2,500 by the Govern-
ment. The total cost appears to
have been about £1,500 or £7,500.
The site of the church is required
for the purposes of a police
station, and the authorities of the
church would prefer to have it in
a quieter neighbourhood than the
present one. The Government
accordingly propose to grant a
new site for the church and to
contribute the sum of \$50,000 for
the erection of a new church.

AMERICAN POLITICS.

DISARMAMENT AND DEFENCE.

Washington, March 13.
Being of opinion that develop-
ments abroad facilitate the United
States convention of a disarm-
ament conference, President Cool-
idge will shortly be discussing the
subject with Mr. Kellogg.

The President intends to make
approaches simultaneously to all
the important capitals.

The Senate has ratified the
Anglo-American treaty defining
the Canada-American boundary,
and has also ratified the treaty
recognising Cuban sovereignty
over Pinar del Rio. Mr. Reed
urged the United States' retention
of the islands in the interests of
national defence, and declared
that the Panama Canal was de-
fenceless because Britain com-
manded every channel there.—*Reuter's American Service.*

MATSHED FIRE.

THEATRE AUDIENCE SCARED.

A fire destroyed a matshed at
Chatham Road, Hungnam, yes-
terday. A theatrical performance
was at the time being carried out
in a larger structure of the same
type adjoining, and a panic
amongst the audience was pre-
vented by the police.

The outbreak was caused by a
spark from a chatty on which
was being cooked the meal for
the actors.

SEAMAN ROBBED.

WHILST ASLEEP ON STEPS.

Frank Eagon, an unemployed
seaman living at the Seamen's
Institute, has reported to the
police that whilst asleep on the
doorsteps of this building at 3.
45 this morning his pocket was
picked, a leather wallet contain-
ing money and a pair of
spectacles of the total value of
\$26 being stolen.

SUMMER TIME.

A PERMANENT EVENT.

London, March 13.
The Summer-Time Bill enact-
ing summer-time yearly in
permanent form instead of by the
annual legislation which has
operated during the past nine
years, passed its second reading
on a free vote, in the House of
Commons.

The measure is a private one
introduced by Colonel Lambert
Ward, but the Government has
undertaken to adopt it un-
derstandably and to facilitate its passage
through Parliament.

The Bill proposes that summer-
time shall operate on the first
Sunday in April until the first
Sunday in October, beginning a
week earlier if Easter intervenes.
This period is designed to fall in
with the agreement by French,
British and Belgian delegates at
the conference in Paris.

Opposition to the duration
period was offered on behalf of
agricultural and fishing interest.
The Home Secretary supported
the measure.

The aforementioned dates are
subject to alteration when the
Bill is examined in committee.—*Reuter.*

COTTON TARIFFS.

INDO-JAPANESE COMPETITION.

London, March 13.
The Times trade supplement
has an editorial dealing with the
Bombay mill-owners' demand for
the abolition of the cotton excise
duty.

It says there can be no doubt
that for the boon of abolition of
the excise, with a corresponding
reduction in the import duty, the
masses of India will be willing to
pay enhanced indirect taxation
in other directions, for example
the salt tax might be restored to
2½ pence. The subject should
be referred to a tariff board. The
time is opportune for working
out plans for "cleaning the slate,"
as advocated by the Indian fiscal
commission.

Since the excise duty assists
Japan to compete with Indian
mills, the tariff board might well
be directed to consider the
question of preference for British
piecegoods in readjusting the
import tariff scale.—*Reuter.*

LORD CURZON'S CONDITION.

London, March 13.
Marquess Curzon had a quiet
day. His strength is maintained.
—*Reuter.*

TO-DAY.

Closing Exchange &c. 5/16
Lighting Up Time 6:34 p.m.

Bulls and Innors

From the Office Butts. □ □

We don't know whether it was
the fine weather, but quite a num-
ber of our visitors this week seem-
ed to have that Wrigley feeling.

It seems strange that some of
our curio shops should hold such
cheap sales when tourists are
about.

This Week's Book—"In Low
Water," by Ryder Mayne.

Topee, or not topee—That is
the question!

The way some of these bobbed
women look they must have had
gas for the operation.

It's getting so now that a
respectable married man is
ashamed to be seen in a modern
bookshop.

The way some people act, you'd
think babies were their only
support.

In Hongkong a single man with
a single purpose is better than a
married man with a double object.

A philosopher is a man who
can be modern with a clear con-
science.

Talking of this rent problem,
it's as well to remember that
there are two sides to every
question, both of which may be
wrong.

The chief interest in life with
some Hongkong people is the
eight per cent. which they try to
get on their money.

"Rubber Godown Burned,"
says the *Telegraph*. Reinforced
concrete would have been safer.

The road to the hospital is
paved with good pedestrians.

Lots of folk think they're over-
worked because they take all
day to do a three-hour job.

Strikes us our military author-
ities must be a bit cracked to
stage a Court Martial over a
broken plate incident.

One of these days there'll be a
Court of Enquiry over the loss of
an officer's housewife.

Our morning contemporary
will have to shake up its news-
sellers. An advertisement says:
—"Lady wants Post."

A man who embezzled money
in South America has been
caught in China. That was
really carrying it too far.

It is estimated that there are
434,307 born Chinese leaders who
have no chance and therefore
despair of China.

Invisible government is getting
orders from the wife by telephone.

It is said that if all the dollars
represented on board the s.s.
"California" were placed end on
end straight up into the air, it
would be a miracle.

In view of the unfortunate
shortage in the national beverage
of our visitors, we understand
that the Botanical and Forestry
Department intends cultivating
water melons in order to
safeguard against similar circum-
stances in the future.

Harry may not wear a beard,
but that doesn't prevent some of
his jokes having whiskers.

If man is what he eats, then
they must serve a lot of hard-
boiled eggs on these round-the-
world liners.

"Between fifty and sixty," says
the *S.C.M. Post*, "men often age
the fact that the brute of a bus-
perceptibly." The process con-
tinuing, apparently, until the age
becomes fixed.

This housing shortage must be
worse than most folk imagine.
Under the heading "Apartments
Wanted" we notice a local ad-
vertiser seeking a wardrobe trunk
in good condition.

It is not true that Kowloonites
now sleep in their shoes so that
they can chase burglars at a
moment's notice.

It is presumed by now that
Chinese girls know something
about football.

The modest young man who
was overheard to say that he
usually went round Fanning in 80,
probably meant Fahrenheit.

The only way to teach some
Kowloon men to take an interest
in gardening, is to plant a row of
golf balls and let them dig them
up with a nibble.

When we saw that advertise-
ment about "Sure Fire Flint," we
wondered if it referred to the stuff
we got as coal.

There was certainly plenty of
"pop, thrill and action" about the
last lot we purchased.

"The Fighting Blade" is de-
scribed as "a fast-moving drama."
Must have been the one which
flowed at our favourite wart whilst
shaving this morning.

Another cinema picture describ-
ed as "flaming romance of Latin
love and Spanish hate" is
entitled "The Bright Shawl." If
it had only had a lit le Hongkong
joss and Chinese oomshaw mixed
up with it, a good title would
have been "That Canton Shawl."

Algy says he quite admired the
exhibits at the recent flower-
show. Especially the peach
blooms.

The *Daily Press* had an article
a few days ago on "How to Get
Dialled," but there's no evidence
that it was inspired by the
Government.

Appropriately enough, the
trouser-changing episode men-
tioned at the Criminal Sessions
was described as only a rag.

Hongkong's apathy regarding
the Empire's finest cathedral is
most a-Pauling.

There are no Sun worshippers
in the old country. They go
there for a holiday.

What this Colony needs most
is trousers that will last as long
as waistcoats.

Judging from some of these
gramophone records, Prohibition
isn't very effective so far.

A Shanghai woman has been
convicted of theft. She gave the
money to her husband. Yes,
they are hard to train that way.

New definition: Jazz is a cross
between a passing fancy and a
lingering infatuation.

Heading in a Californian paper:
"Man is Injured: When Shot
in Cheek." Sounds strange.

One thing about these Com-
munists. They have the advan-
tage of talking about us to people
who don't know they are lying.

Kowloon is all that portion
lying to the left of the opinion
that Government is an act of God.

Motorists may have contempt
for pedestrians, but they must
admit they die with their boots on.

A recent divorcee suit revealed
the *S.C.M. Post*, "men often age
the fact that the brute of a bus-
perceptibly." The process con-
tinuing, apparently, until the age
becomes fixed.

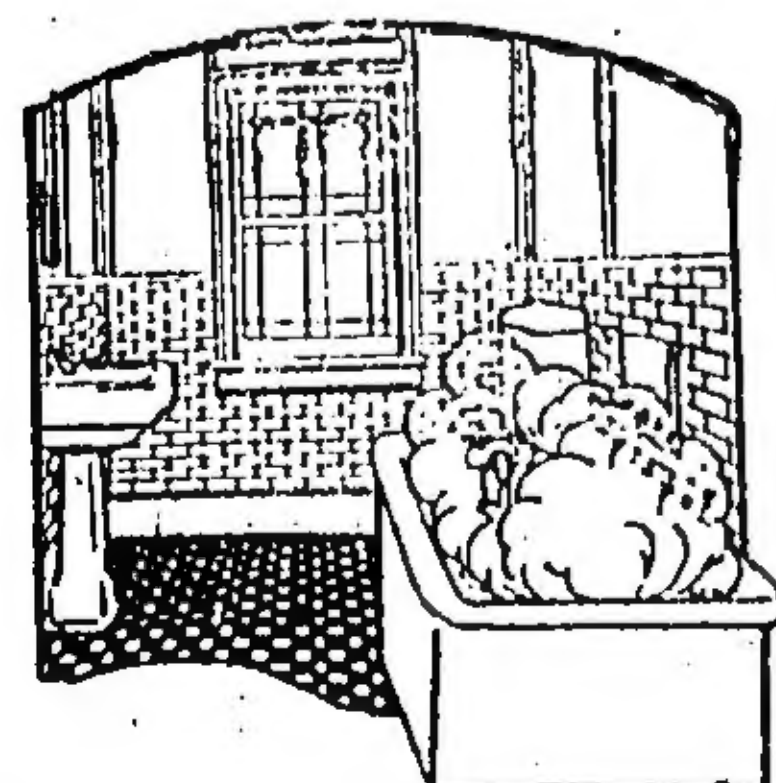
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"PUTTEE BOOK"
THE GONDOLIERS
(Booking now open at Anderson's)
March 20, 21, 23, 25, 26, 27 & 28.

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SHIPMASTER'S CLAIM.
Mr. G. M. YOUNG'S EVIDENCE.

In the Supreme Court yesterday afternoon the case continued in which Capt. Kettlewell is suing the China Navigation Co. for alleged wrongful dismissal.

Mr. Jenkin continued his cross-examination of Capt. Innes, the Company's Marine Superintendent.

These Drops.

In further cross-examination the witness admitted that Kettlewell made it quite clear to him when he came back with the Board of Trade failure certificate, that he was suffering from the drops which had been administered by Dr. Morrison. A standard eyesight was formulated by the defendant Company's Medical Officer last year, but this was after the Kettlewell incident.

Mr. Jenkin: It was the first time the Company had any standard test of its own with regard to eyesight?

Witness: Yes, but I may say it was always the rule that sometime before an officer was promoted to command, he had to go and pass an eyesight test.

The standard of the Company, before they introduced their own standard, was that of the Board of Trade?—No. We sent the officers to Dr. Harston, and asked him for an opinion as to whether a man was fit or not to take charge of a ship.

Was this previous to the Kettlewell case?—Yes previous.

As the Marine Superintendent will you give me your opinion as to who should have the better eyesight, the Captain of the ship or a watch officer subordinate to him?—For long distance an officer should have as good sight as the Captain.

Replying to further questions the witness said that he could not recollect whether Capt. Kettlewell offered to submit himself to an entirely independent test. During the five years the plaintiff had been in the employ of the Company he would be on continuous bridge duty and had been in command of at least three of the Company's ships, and in that capacity drew from the Company what was known as safe navigation bonus.

In re-examination, Capt. Innes said that Kettlewell did not inform him before he went for the Board of Trade test that his eyes were suffering from the drops inserted by Dr. Morrison. If they were, then he should not have gone for the examination.

Dr. Harston's Evidence.

Mr. Potter next read the evidence of Dr. G. M. Harston taken at the de bene esse examination. Dr. Harston, after having given the results of his examination, expressed the opinion that he considered the defendant in charge would be a danger to the safety of the ship and the lives of his brother officers. A question had arisen as to whether the standard of eyesight of the defendant Company was higher than that of the Board of Trade, but Dr. Harston said there was no question of the standard but only the manner of carrying it out. The Board of Trade test was binocular whereas in that of the Company both eyes were tested separately.

In cross-examination by Mr. Zeitlyn, Dr. Harston took the view that the defect in the plaintiff's vision would increase rather than diminish. He disagreed with the opinion expressed by Dr. Morrison in his letter that it would be safe for the plaintiff to be left in charge of a ship. In his opinion the Board of Trade examination was absolutely valueless. Anyone with nearly normal vision in one eye could pass the Board of Trade examination. Witness was aware that Dr. Aubrey did not agree with him, but this was not the first occasion Dr. Aubrey had given a contrary opinion to himself and proved to be wrong.

In re-examination Dr. Harston said that when he examined the plaintiff, the drops, so far as he could observe, were having no effect.

Home Leave.

Mr. G. M. Young, the Hongkong Manager of Messrs. Butterfield and Swire, agents for the China Navigation Company, gave evidence with regard to home leave, producing a number of circulars issued to the floating staff. It was invariably the practice that leave was only granted to officers after five years service

CANTON BOAT TAX

NEW IMPOST CANCELLED.

The proposed new tax on boats and junks engaged in transport work, which was instituted by the River Police Bureau, has been cancelled, says the Canton Gazette. The boat people's appeal for the cancellation of the tax has been granted by the Civil Governor, and the River Police Bureau has been instructed to refrain from collecting it at the present time.

and that only on condition that they returned to the Company's service. That custom had only been departed from in one case, in which there were very exceptional circumstances.

Mr. Young was cross-examined at length by Mr. Jenkin. But for the defect in his eyesight he regarded Kettlewell as quite a good officer and one whom, but for the defect, they would have been pleased to keep in their service. The dismissal of Kettlewell took place because of the information placed before the London office by the Hongkong office. The witness admitted that he knew of the two examinations made by Dr. Morrison and that Kettlewell had complained of the effect of the drops on his eyes, before he wrote to the London office.

Mr. Jenkin: Then don't you think that in a matter of such vital importance to this man, his dismissal or retention in this very attractive service, that Dr. Morrison's examinations, with their effects, were of vital importance to be placed before anybody who was to be arbitrator as to his detention or dismissal from service?

Witness: I considered that we had to take the best possible advice on the matter and so we sent him to Dr. Harston.

Mr. Jenkin: You were prepared to lay before them more than Dr. Harston had said, that is what happened at the Board of Trade test. That he failed to pass that examination would undoubtedly influence London?

Witness: Quite; it must.

An Important Factor.

We know now that when he failed the Board of Trade examination he registered a protest which was recorded at that time, that his eyes were suffering and that therefore he could not pass the test. That also is a very important factor, is it not, because it entirely negatives the sting of the statement that he had already failed to pass the Board of Trade test?—My position was that we wanted the Company's doctor to certify him before placing him in charge of a steamer. I had to know that his eyesight was up to the Company's standard first of all.

I am putting it to you that this letter, for some reason or other, is not laying before the London office these facts for their guidance in deciding whether Kettlewell shall go or not?—As far as my knowledge is concerned, the London office would take Dr. Harston's opinion on it.

May I ask you why this was not put in?—Well, we put sufficient facts before them.

Who was the judge of the sufficiency?—Myself.

Then you left out the facts to which I am referring as being insufficient in your view?—Quite. The reference to London is merely to confirm our own opinion as a rule.

Mr. Jenkin then read out the Company's reply which was to the effect that Kettlewell was to be retired from the service after failing to pass the Board of Trade and Dr. Harston's tests, and asked: Is it possible to read this in any other way than that London was influenced by the fact that he had failed to pass a Board of Trade test?

Witness: I do not think that they were, as you will see from the last sentence: "Other owners do not content themselves with the Board of Trade test. Why, therefore, should we?"

Replying to further questions, Mr. Young said the Company was content with Dr. Harston's certificate. He remembered Dr. Aubrey having an interview with him, but he told the doctor that he had to go on the certificate. He could not depart from that. Witness had heard from some of the officers that they maintained they were entitled to home leave after five years service even if they did not come back, but that position the Company did not admit.

Mr. Young concluded his evidence, and the Court adjourned until Monday.

ST. PAUL'S COLLEGE.

ANNUAL SPORTS MEETING.

The annual athletic sports of St. Paul's College were held at Happy Valley yesterday afternoon under ideal weather conditions. The programme was a long one, comprising 22 races, and it spoke much of the pupils that there were very good entries for all the events. The system of grouping together the competitors in sections, to avoid possible injustice due to disparity of ages, was again introduced this year and proved very effective.

Two school records were broken in the one mile and 1/4 mile races. This year two boys (Fong Ting-ki and Wong Wan-chi) tied for the senior championship honours, each obtaining 11 points. Tsang Ping wah won the Junior Championship prize by winning 18 points.

The prizes were distributed by Mrs. Duppy, wife of the Bishop of Victoria, the Rev. A. D. Stewart, headmaster of the school, introducing her in a short speech.

Mrs. Duppy was presented with a bouquet of flowers and accorded three hearty cheers at the end of the prize distribution.

The following were the results of the chief events:

Senior Long Jump: 1st. Fung Kui Tung; 2nd. Wong Bing Kwan; 3rd. U. Man Shu. Distance 10ft. 6 ins.

Junior High Jump: 1st. Tsang Bing Wah; 2nd. Tung Kwai-wah; 3rd. Chan Kung-chi. Height 4ft. 8 ins.

Senior High Jump: 1st. Chung Hok Nau; 2nd. Chan Fung Chor; 3rd. Chan Sze-ngok. Height 5ft. 14 ins.

Old Boys' Race: 1st. Lam Yek Ying; 2nd. Chan Kwong Lu; 3rd. Lei Shu lan.

Challenge Team Race (Past v. Present Students.) 1st. Old Boys. Junior 1 mile: 1st. Chan Kung-chi; 2nd. Tsang Ping-wah; 3rd. Chung Shi-lam. Time 60 3/5 seconds.

Senior 1 mile: 1st. Fung Ting-kei; 2nd. Wong Man Chey; 3rd. Tso Shi-wah. Time 55 2/1 secs.

Small Boys 1 mile: 1st. Fong Tak-ming; 2nd. Yeung Wah-sin; 3rd. Li Kai-sun. Time 71 2/5 secs.

THE DAVIS CUP.

HAWAII ISSUES CHALLENGE.

Honolulu, March 13.—Hawaii has issued a challenge for the Davis cup.—*Reuter's American Service.*

LAWN TENNIS.

YESTERDAY'S MATCHES.

There were no matches of importance in the tournament games yesterday afternoon. The main court was occupied with a doubles match in which S. A. and H. D. Rumjahn made their first appearance. They both proved themselves to be in excellent form and although there are some good pairs in the event there is not the slightest doubt that they will go far.

The results were:
Open Singles, A. S. Hott beat H. C. Hung 6-1, 6-2, 4-0, 6-1.
Club Singles, R. J. Saunders beat G. B. Hott 6-1, 6-0, 6-1, W. B. Cornaby beat G. Miskin 7-5, 1-0, 6-3, 6-1.

Open Doubles, H. D. and S. A. Rumjahn beat O. C. Womack and H. B. Nibill 6-0, 6-0, 6-1, H. Unotaro and T. Akiyama beat A. H. Crook and R. C. Corrie 6-1, 6-0, 6-1, 6-0, 6-1.

Mixed Doubles, Col. Bates and Mrs. Davison (owe 15) beat T. Monaghan and Mrs. Stark (owe 8/6) 6-2, 8-0, L. Lloyd and Miss Peck (over) beat B. D. Evans and Mrs. H. Griffin (rec. 8/6) 6-2, 7-5, G. Simpson and Mrs. Scott (rec. 15/1) beat Maj. and Mrs. Hatterley Smith (owe 2/6) 6-7, 6-3, 6-4. Handicap Singles "B," G. de Man (over) beat S. C. Cook (rec. 3/6) 6-1, 6-1.

Staff Race: (220 yards): 1st. U. Ying-chen; 2nd. Dzo Tak-sang; 3rd. Ho Hin-kai.
1 mile Race (Handicap): 1st. Wong Ping-wei; 2nd. Fung Kwai-wah; 3rd. Lok Chee-hung. Time 6 mins. 29 4/5 secs.
Inter-class Relay Race: 1st. Class II A.
Invitation Relay Race: 1st St. Joseph's College.

LATE DR. SUN.

FUNERAL ARRANGEMENTS.

Peking, March 13.—It was officially announced this morning that the Government has decided to provide a state funeral for the late Dr. Sun Yat-sen.—*Reuter.*

Eulogistic Mandate.

Peking, March 13.—A eulogistic mandate has been issued, ordering on the most liberal scale posthumous honours to be conferred on Sun Yat-sen, "so as to show the Government's appreciation of the meritorious services of one of which Heaven has been so unmerciful as to deprive the country."—*Reuter.*

Brilliant Failure.

London, March 13.—The *Times*, in its obituary references to the "brilliant failure" of Sun Yat-sen, says that those who followed his romantic stormy career must genuinely regret such a pitiful failure at the end. It adds that the possible explanation of such a headlong fall is contained in the saying "Corruptio optimi pessima."—*Reuter.*

OBITUARY.

SIR FRANCIS PIGGOTT.

London, March 13.—The death is announced of Sir Francis Piggott.—*Reuter.*

Sir Francis was born in 1852, being a son of the Rev. F. A. Piggott of Worthing. He was educated in Paris, at Worthing College and later went to Cambridge. He was called to the Bar in 1874 and commenced his career in the Far East when he became legal adviser to the Prime Minister of Japan in 1887, a post he held for some years. Later he became secretary to Sir Charles Russell when he was Attorney General. In 1895 he was appointed acting Chief Justice in Mauritius and in 1900 was appointed Chief Justice to Hongkong, having been knighted the year before. He held this position until his retirement in 1912.

He published a number of books on law matters and also "The Garden of Japan" and "Music and Musical Instruments of the Japanese."

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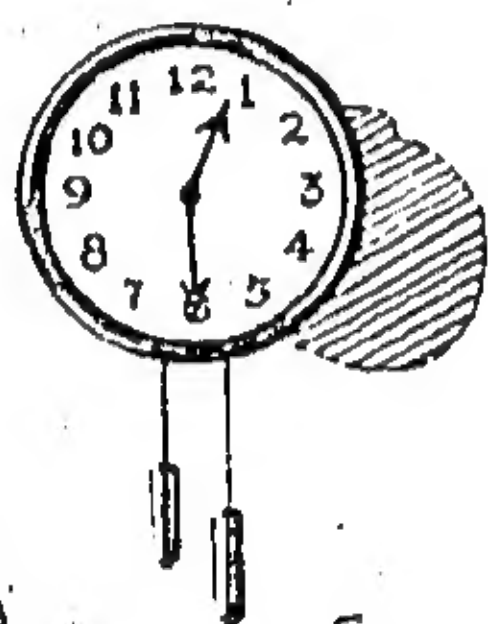
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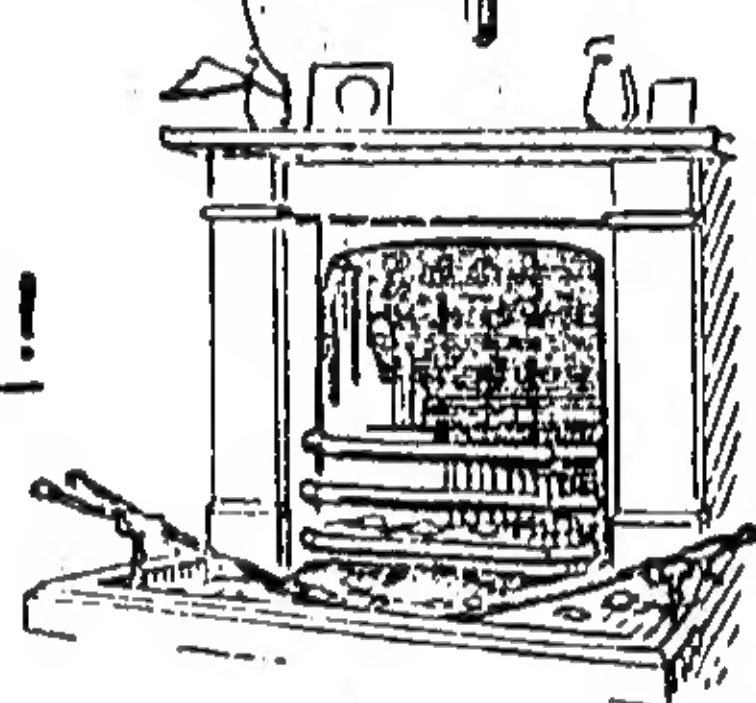
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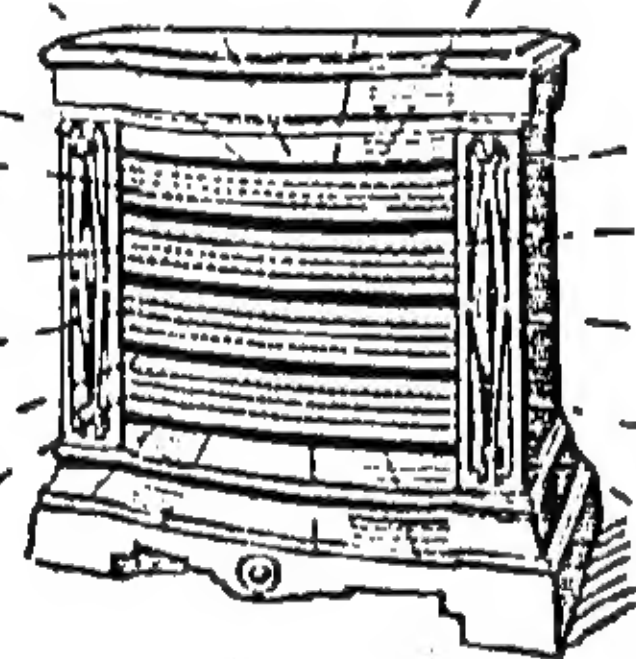
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ALLEGED BRIBERY.**CHINESE COMMITTED FOR TRIAL.**

At the Central Magistracy yesterday afternoon, Mr. J. R. Wood committed a boarding house runner to the Sessions for trial on a charge of bribing an Indian constable.

On the evening of March 11, Sergeant Dungey with an Indian constable and a Chinese detective boarded a tram at Des Voeux Road. The defendant was travelling on the top deck and, it was alleged, refused to be searched when the detective went up to him. Sergeant Dungey and the Indian constable seized the defendant and held him while the detective made the search. The detective found 50 taels of raw opium tied round the man's waist with a sash. The defendant was taken out of the tram and put into a passing motor car which the police stopped. On the way to the Station the defendant was alleged to have handed \$20 to the Indian constable, promising to give him another sum of \$30 if he released him.

The defendant has been fined \$1,000, or six months' hard labour, by Mr. Wood for possession of the opium.

ARMS TRAFFIC.**SERIOUS CHARGE AGAINST JAPANESE.**

A charge of unlawful possession of two automatic pistols and 200 rounds of ammunition was brought against a Japanese woman of Peking Road and a Japanese officer of the ss. Hakone Maru, before Mr. E. W. Hamilton at the Kowloon Magistracy yesterday afternoon.

The prosecution allege that the first defendant was arrested on board the ship at 10 a.m. on Tuesday last carrying two parcels which when opened were found to contain the arms and ammunition. When she was handed over to the ship's officers she made a statement to the effect that the officer had given her the parcels to take ashore and pointed the man out to the police who then took him in custody.

The female defendant substantiated this in her statement to the police while the officer admitted that the arms were his.

The defendants were respectively represented by Messrs. Leo d'Almada and A. el Arculli and were remanded till this morning.

CORRESPONDENCE.

(To the Editor, "Hongkong Telegraph.")
RESTORATION OF ST. PAUL'S CATHEDRAL.

Sir,—Rather more than two months ago an Appeal was issued by the Dean and Chapter of St. Paul's Cathedral, for funds to enable them to carry out what is hoped to be the final effort to safeguard the Cathedral for generations to come.

The peoples of the British Empire throughout the world were asked to assist in preserving this great National Memorial and towards the sum of £250,000 required, £241,802 had, we are advised from London, been subscribed for on March 1st.

It has been pointed out to me that up to the present in this Colony there has been an inadequate response. Apart from the generous gift of £204 from the Hongkong A. D. C., only \$240 has been received.

It has been represented to me by leading laymen in this Colony that it would be well to bring these facts to public notice.

On Sunday next, it is proposed that the offertory at St. John's Cathedral should be devoted to this Fund and I hope at this service to say something of the place of St. Paul's in our national life. I hope that there may be a generous response to this Appeal whether through this service or by other means.—Yours faithfully,

C. R. VICTORIA, Honorary Secy.

Hongkong, March 13, 1925.

NURMI BREAKS ANOTHER RECORD.

New York, March 13.—Nurmi ran 3,000 metres in eight minutes, 26 2/5 seconds, breaking the record by two fifths of a second.—*Reuter.*

THE CORONET.**THE FIGHTING BLADE.**

Not only is "The Fighting Blade," which is now showing at the Coronet Theatre, the very latest picture by Richard Barthelmess to reach Hongkong, but in it the handsome young actor has a role that would be hard to excel for the scope it gives him to display his winning personality and his acknowledged ability as an artist. This role is that of a young soldier of fortune skilful in war and lucky in love who takes sides with the great Cromwell in the days of the Cavaliers. Dashing, debonair and convincing, Richard Barthelmess is the life picture, though it must be agreed that Miss Dorothy Mackail as the beautiful young damsel of high degree, and Mr. Frederick Burton as the Protector both contribute to the general success. Staged in such a romantic period as the Civil Wars it goes without saying that "The Fighting Blade" possesses all the glamour of picturesque costumes and striking scenery. The great ensemble scene, for example, presenting over five hundred players, is a brilliant spectacle which is not easily forgotten. Spectacular though "The Fighting Blade" is in many respects, it must not be thought that it is a mere "costume picture." Human interest, stirring adventure and beautiful romance—these are the dominating notes which make "The Fighting Blade" in its way a very notable photoplay indeed.

THE STAR THEATRE.**SIX CYLINDER LOVE.**

How could a picture with a title like "Six Cylinder Love" be anything else but amusing? "Six Cylinder Love," which is showing at the Star Theatre this afternoon and to-night, is amusing, but it has its little notes of pathos too. However these are so fleeting that they merely serve to heighten the humour. As the title suggests the picture deals with those two uncertain things—love and a motor car. A certain young couple, very fond of each other, purchase a motor car, a six cylinder motor car to be exact. Then their troubles begin. How they struggle through their amusing scrapes is not to be told here; it is to be seen in the Star Theatre to the swing of the specially selected music. Indeed, having said so much already, it is only necessary to add that "Six Cylinder Love" is based on a notably successful stage play; a fact which amply guarantees the quick interest of its story. When it is mentioned also, by way of a parting tip, that the acting is as vivacious as the plot, and the settings—including some very beautiful scenery—have quite an appeal of their own, discerning cinema-goers will perceive that the Star Theatre is a place well worth visiting either to-day or tomorrow, when "Six Cylinder Love" will be shown for the last time.

THE WORLD THEATRE.**"THE MORPHINE'S PREY."**

Two of the world's greatest dramatic actors are presenting in this most gripping photodrama the master work of a truly great screen artist. The genius of Mr. Mozukin, coupled with his infinite understanding of human nature, has made this picture a slice of raw life itself.

In this production, Mr. Mozukin, assisted by the highly-talented Madame Lossienko, is enacting a role of heavy dramatic exaction and succeeds in registering almost the entire gamut of emotions in such manner that his work in "The Morphine's Prey" probably touches the uppermost point of the dramatic attainments of his career.

The story of this vivid drama of life and love is highly dramatic and the spirit of sentiment which so many photoplays attempt to portray with more or less success has been brought out in this picture in a very successful manner.

The story shows the power of an unfortunate passion in its evil aspects, and it depicts at the same time the greatness of the sacrifice of the man who, when unable to overcome his dreadful passion, quietly steps aside to give place to those whom he thinks more fit and useful. This photoplay was directed by the distinguished actor himself and under his able hands the highest dramatic effects were attained.

NAVAL CONFERENCE.**REAR ADMIRAL RICHMOND LEAVES SINGAPORE.**

Singapore, March 13.—The naval conference has come to an end. Rear Admiral Richmond, Commander-in-Chief, aboard the H.M.S. "Chatham" leaves tomorrow. The remainder of the East Indies squadron together with the Australian vessels depart on Monday.—*Reuter.*

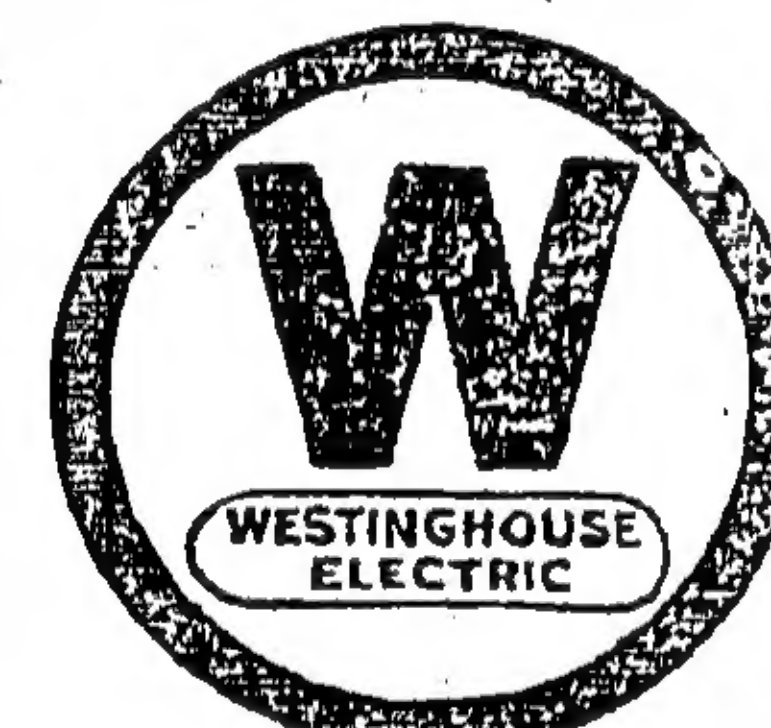
CRICKET IN AUSTRALIA.**ENGLISH TEAM'S LAST MATCH.**

Adelaide, March 13.—The final match of the M.C.C. Australian tour was commenced to-day in fine weather, before 6,000 spectators, on a perfect wicket. The M.C.C. batted first and scored 179, Sandham making 60. A. Richardson took 5 wickets for 52, Palmer 4 for 50 and Grimmett one for 40. South Australia had scored 76 runs for the loss of two wickets when stumps were drawn.—*Reuter.*

QUEEN'S THEATRE.**BARTHELMESS IN "BRIGHT SHAWL."**

A picture representing the most ambitious undertaking Richard Barthelmess has yet made for the screen comes to the Queen's Theatre to-day for an engagement of four days. It is the film version of Joseph Hergesheimer's tremendously popular story, "The Bright Shawl," dealing with the days of Spanish oppression in Cuba. In order to obtain the proper atmosphere, a large part of the story was filmed in Cuba, the balance being made in New York. John S. Robertson, responsible for such productions as "Dr. Jekyll and Mr. Hyde" and "Sentimental Tommy," was the directorial genius behind the camera.

Barthelmess has perhaps the most romantic role of his entire screen career, that of an adventurous young American who takes up the cause of the rebels and incidentally falls in love with the daughter of a rebel leader. The complications which ensue when La Chavel (Dorothy Gish), a Spanish dancer, the favourite of the most despised of Spanish officers, becomes infatuated with the young American, who encourages her so that he may gain information of value to the rebels, are said to make this one of the most absorbing photoplays of a decade.



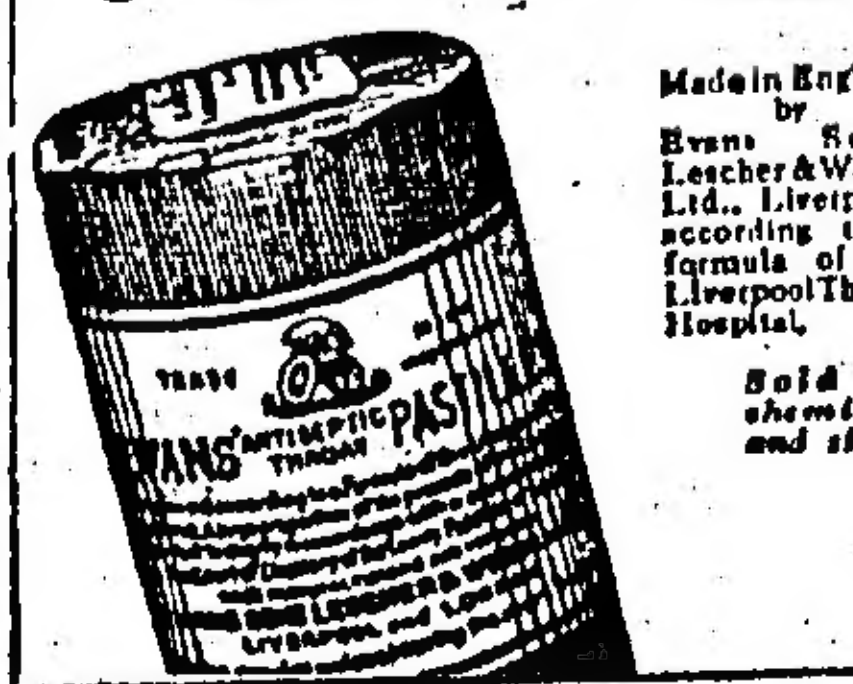
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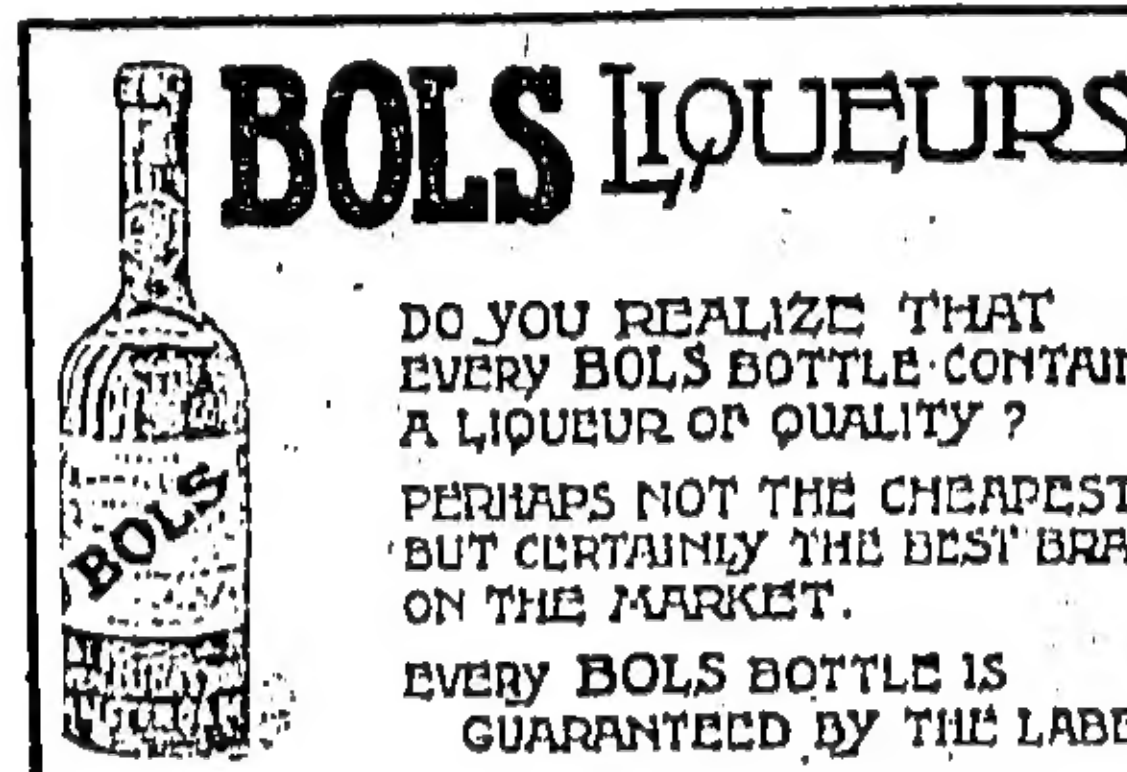
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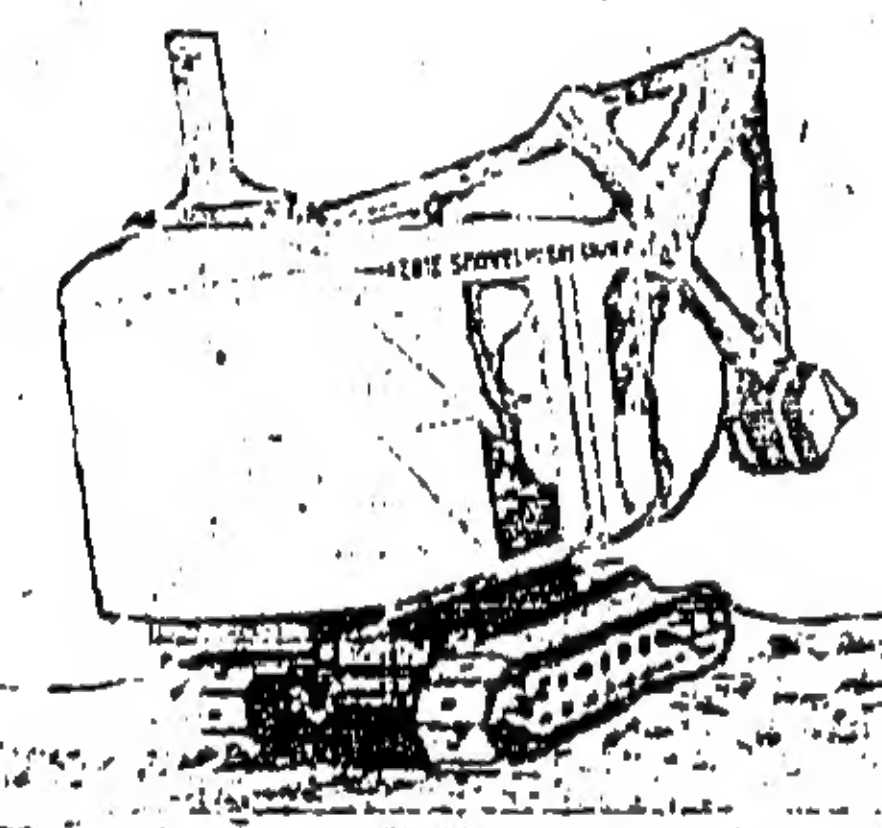
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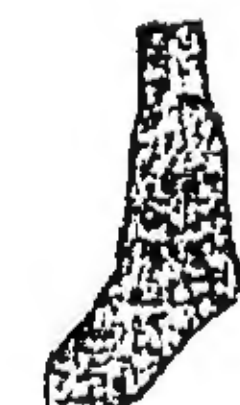
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FOR SALE.—Thoroughbred Alsatian Pups. Apply immediately to Box 1289 c/o "Hongkong Telegraph."

FOR SALE.—The remaining stock of Ladies Evening Dresses, Frocks, Hats Stockings &c., &c., will be offered for sale, for 2 days only at very low prices. Inspection invited, Mrs. Jenny, Room 27, Astor House Hotel.

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NOTICE

THE Undermentioned policy has just matured. Particulars and results are as follows:—Policy No. 3699119. Plan: 20-Year Endowment. Amount: \$5,000 H.K. Cy. Profits accrued: \$3001.05 H.K. Cy. Total Cash Paid: \$8001.05 H.K. Cy. Sun Life Assurance Co. of Canada, King's Building, Hongkong. F. M. Waller, Manager.

BILLIARDS CHAMPIONSHIP OF THE COLONY.

ENTRIES for the above must be sent in to the Hon. Secretary of the Victoria Recreation Club by MONDAY, 16th instant. Entrance fee of \$2 to accompany entry.

DOUGLAS STEAMSHIP CO., LTD.

THE Ordinary General Meeting of the above Company will be held at the Company's Offices 20, Des Vaux Road C. on SATURDAY, the 28th of March 1925 at 11 a.m. The Transfer Books of the Company will be closed from the 21st of March to 28th of March both days inclusive. DOUGLAS LARPAK & CO. General Managers. Hongkong, 13th March 1925.

NOTICE.

NOTICE IS HEREBY GIVEN that Messrs. E. Gotschell and L. Weill, jointly have been authorised to sign per procuration for Mrs. R. Weill, Sennet Freres, from 1st March, 1925. (Mrs.) R. WEILL, Sennet Freres. Hongkong, 13th March, 1925.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE IS HEREBY GIVEN that an Extraordinary General Meeting of the Union Insurance Society of Canton, Limited, will be held at the Head Office of the Society, Union Building, Hongkong, on THURSDAY, the 19th day of March, 1925, at 12 o'clock noon, when the subjoined Resolution will be proposed as an Ordinary Resolution, viz:—

"That out of the unissued capital of the Society there be issued 25,000 shares of £10 each credited as paid-up to the extent of £4 per share ranking for dividend and in all other respects *pari passu* with the shares of the Society already issued; and that the said additional shares shall so far as shall be necessary for the purpose be allotted to those Shareholders of the Yang-tze Insurance Association Ltd., who have accepted or shall accept the offer of the Society made to them on the 3rd day of December, 1924 (being an offer to acquire shares in the Association on the basis of the allotment of one share in the Society in exchange for six shares in the Association (if any) of the said additional shares may be allotted and disposed of by the Society's Board of Directors in such manner as such Board shall think most beneficial to the Society." Dated the 9th day of March, 1925.

By order of the Board, PAUL LAULIER, General Manager.

UNDERWOOD TYPEWRITERS

PORTABLE MODEL

Weight only 8½ lbs. complete in travelling case.

MINIMUM WEIGHT. MAXIMUM SERVICE.

Price H.K. \$112.50 Nett.

The machine YOU will eventually carry.

DODWELL & Co., Ltd.

Office Equipment Dept. No. 1 Duddell Street Telephone 4689 Central.

THE HONGKONG FIRE INSURANCE CO., LTD.

NOTICE TO SHAREHOLDERS

THE Fifty-sixth Ordinary General Meeting of Shareholders will be held at the Offices of the undersigned on Friday, the 27th March 1925, at Noon, for the purpose of receiving the Report of the General Managers, together with a statement of Accounts for the year ended the 31st December 1924.

The Share Register and Transfer Books will be closed from the 13th to the 27th March 1925, both days inclusive. JARDINE MATHESON & CO., LTD. General Managers, Hongkong Fire Insurance Co., Ltd. Hongkong, 7th March 1925.

A. S. WATSON & CO., LTD.

NOTICE IS HEREBY GIVEN that the Fortieth Annual Ordinary General Meeting of the Company (since its registration) will be held at the Hongkong Hotel, Hongkong, on SATURDAY, the 21st March 1925, at 11 a.m. for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts for the year ended 31st October 1924.

The Register of Shares of the Company will be closed from MONDAY, the 16th day of March to MONDAY, the 23rd day of March 1925, both days inclusive, during which period no transfer of shares can be registered.

JOHN D. HUMPHREYS & SON, General Managers. Hongkong, 10th March 1925.

CHINA SUGAR REFINING CO., LTD.

NOTICE

THE forty seventh ordinary Annual Meeting of the Shareholders of the above Company will be held at the Offices of the General Agents, Pedder Street, on TUESDAY, the 31st March 1925 at 11 a.m. for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December 1924.

The Transfer Books of the Company will be closed from the 17th to the 31st March 1925 both days inclusive. JARDINE, MATHESON & CO., LTD. General Agents. Hongkong, 11th March 1925.

HONGKONG JOCKEY CLUB.

THE following are the revised dates on which Extra Race Meetings are to be held this Season:—11th and 13th April, 2nd May, 30th May and 1st June, 10th and 12th October, 7th November, and 5th December.

U. S. R. C.

TENNIS TOURNAMENT FINALS.

The Club will be "AT HOME" to Members and their friends on WEDNESDAY, the 18th March, at 4 p.m. G. A. CLEMENTS, CAPT. R.A. Hon. Secretary.

NOTICE OF REMOVAL.

NOTICE IS HEREBY GIVEN that our registered Offices have been removed to 2nd Floor, Powell's Building.

THE HONGKONG EXCAVATION PILE DRIVING & CONSTRUCTION COY., LTD. 7th March, 1925

NOTICE.

NOTICE IS HEREBY GIVEN that Mr. GEORGE WOESNER has been authorised to sign our firm by procuration from March, 10th 1925. KELLER KERN & CO., LTD.

Other Notices appear on page 14

The 11th Annual Pianoforte Recital

OF PROF. DANENBERG'S PUPILS WILL BE HELD ON

Tuesday, 24th March

AT THE CITY HALL at 5.30 p.m. sharp.

Tickets obtainable at Anderson's at \$1.00 each.

HONGKONG HOTEL.

SATURDAY, 14th

There will be no TEA DANCES at THE HONGKONG HOTEL on any of the above dates.

THE HONGKONG & SHANGHAI HOTELS, LTD.

FROM A LINER TO A LIFEBOAT.

ALL KINDS OF STEAMERS FOR SALE.

Ships in good condition only are handled. Terms generally cheap, or at least moderate. Diesel and semi-diesel boats built to order. Apply by letter to Box No. 1272 Hongkong Telegraph or phone from 1.00 p.m. to 2.00 p.m. or after 5 p.m. to K.559

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction, on

TUESDAY, WEDNESDAY & THURSDAY, the 24th, 25th and 26th March, 1925, at H. M. Naval Yard, Hongkong, and at Kowloon Naval Depot, commencing each day at 9.30 a.m. with an interval from 12 noon to 1.30 p.m.

Old and Surplus Naval Stores, &c., comprising:—Money Chests, Spring Balances, Galvanized Tubing, Dinghies, Whirlers, Gigs, Bala Rafts, Bomb's Sails, Electric Carbons, Electric Cable, Cooking Stoves, Ships' Fittings and Fire-hearth Gear, Iron Beds, Mattresses and Fittings, Life Rafts, Life Belts, Blankets, Counterpanes, Curtains, Overcoats, Canvas, India Rubber and Metallic Hoses and Tubing, Old Cordage, Canvas Bags, Old India Rubber, Old Leather, Old Wooden and Linen Bags, Old Asbestos, Old Paint Drums, Old Cork, New Canvas Cutlins, Old Cork, New Canvas Cutlins, Old Iron and Steel, Old Battery Copper, Lead and Zinc, Copper and Brass Tubes, Coal Sacks, Brown Jean, Wood and Iron Blocks, Lamps and Fittings, Gauges, Steel Tubes, Old Steel Wire Rope, Dirty Mineral Oil, Anchors, Chain Cable and Gear, Drilling and Grinding Machines, Lathes, Steel Girders, Davits, Pinnace, Cutter and Dynamo Engines, Tables, Compasses, Binnacles, Logs, Clocks, Iron Drums, Old Packing Cases, Packing Boards, Old Casks, Rigging Tubes, Side Scuttles, Baths, Anvils, Forges, Vices, Miscellaneous Tools, Ironmongery, Pneumatic Drills, Fillets, &c., &c.

Lots may be inspected on Monday, the 23rd March, 1925. Also sale of Old and Surplus Victualling Stores at Kowloon on Friday, 27th March, comprising:—Table Linen, Implements, Serge, Flannel, &c., Remnants, Blankets, Sundry Articles of Mess and Table Gear, (including Electro Plated Ware), Clothing, Condemned Provisions for Poultry Feeding, &c.

Terms of Sale: As detailed in Catalogue. Hongkong, 5th March, 1925. LAMMERT BROTHERS, By Appointment Auctioneers to the Admiralty.

MILNERS' SAFES

THE Undersigned have just received a shipment of safes of various sizes. Those may be seen at No. 5 Duddell Street. LAMMERT BROS., Agents.

PENINSULA AUCTION ROOM.

PALACE HOTEL ANNEXE 39, Haiphong Road, Kowloon. D. C. BAPTISTA, Auctioneer.

FORTHCOMING AUCTION SALES

CHINA AUCTION ROOMS.

China Building. Ground Floor.

If you have anything you would like to sell, exchange or advertise, send it to the CHINA AUCTION ROOMS. E.V.M.R. de SOUSA, Auctioneer. Tel. C. 4453.

PUBLIC AUCTION

The Undersigned has received instructions to sell by Public Auction, for account of the concerned, on TUESDAY,

March 17, 1925, at 2.30 p.m., at the China Auction Rooms, China Building, Sundry and Miscellaneous Goods, comprising:—Gramophones, Gramophone Records, Travelling Rugs, Mats, Electric Lamps, &c., &c.

Also 1 O.K. Junior Motorcycle. 1 Bicycle, &c., &c. Terms:—Cash before delivery. E. V. M. R. de SOUSA, Auctioneer. Hongkong, March 13, 1925.

By Order of the Liquidator Particulars and Conditions of Sale of the

Valuable Leasehold Property situate at Victoria, in the Colony of Hongkong

and known as No. 18, Ice House Street and

No. 6, Duddell Street to be sold by PUBLIC AUCTION on WEDNESDAY,

the March 18, 1925, at 3 o'clock p.m. At the China Auction Rooms, China Building, Victoria, Hongkong.

by Mr. E. V. M. R. de SOUSA, Auctioneer.

PARTICULARS.

The property is situate on a piece or parcel of ground registered in the Land Office as Section D of Inland Lot No. 339. There is a frontage of 91 feet 2 inches on Ice House Street and 90 feet 3 inches on Duddell Street. The premises cover an area of 5486 square feet or thereabouts and are situate in a busy locality. The premises are held for a term of 999 years from the 11th day of May, 1849, created therein by a Crown Lease of Inland Lot No. 339 dated the 15th day of August, 1881, and made between Her late Majesty Queen Victoria of the one part and Emmanuel Raphael Beillios and Catchick Paul Chater of the other part Subject to the payment of the proportion of the rent and the observance and performance of the covenants and conditions contained in the said Crown Lease so far as they relate to the said premises. The Crown rent payable in respect of the premises is \$80 per annum.

For further particulars and Conditions of sale apply to:—Messrs. JOHNSON, STOKES & MASTER, The Vendor's Solicitors, or to

Mr. E. V. M. R. de SOUSA, The Auctioneer. Hongkong, March 10, 1925.

BY ORDER OF THE MORTGAGEE.

PARTICULARS AND CONDITIONS OF SALE OF THE LEASEHOLD PROPERTY Situate at Homunthin, Kowloon, in the Colony of Hongkong and registered in the Land Office as SECTION R OF KOWLOON INLAND LOT NO. 1507. The land faces three public roads and has an area of 11,700 Square feet or thereabouts. The Crown Rent payable yearly is \$70.

To be sold by PUBLIC AUCTION on Monday, March 23, 1925, at 3 p.m. by MR. E. V. M. R. de SOUSA, Auctioneer.

At the CHINA AUCTION ROOMS, China Building. For further particulars and conditions of sale, apply to MESSRS. LEO D'ALMADA AND NEPHEW, Solicitors, or to

MR. E. V. M. R. de SOUSA, Auctioneer. Hongkong, February 24, 1925. China Building.

Lammert Bros. Hughes & Hough LIMITED

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on

Monday, the 16th March 1925, commencing at 2.45 p.m. at "Kinsale" Severn Road, 403 The Peak

A Quantity of Valuable Household Furniture, comprising:—

Chesterfield Couch with Cover, Easy Chairs, Chairs, Teak Tables, Teak Beds, Table, Teak Book Cases Card Table, Teak Wardrobe, Teak Dressing Table, Teak and Cloth Soreone, Brass ornaments, Glass Ware, European Water Colours, Engravings, Large Carpets, Rugs, Curtains, Table Lamps, Dinner and Dessert Services, Toilet Sets, Gas Stoves, etc., also

Cabinet Victrola XIV, Records, Blackwood Curio Cabinet, Chairs, Toys, etc.

and Tennis Gear, Croquet Set, Lady's carrying chair, Garden Seats, Lawn Mower, Bamboo Fire Escape Ladder, and

A Quantity of Plants in pots and Mauritius Palms Catalogues will be issued on View from Saturday the 14th March 1925.

Terms:—Cash on Delivery. LAMMERT BROS. Auctioneers.

BY ORDER OF THE MORTGAGEE.

Particulars and Conditions of Sale of the VALUABLE LEASEHOLD PROPERTY situate at

Mongkoktsai in the Colony of Hongkong and formerly known as Nos. 220, 222 and 224 Portland St.

to be sold by PUBLIC AUCTION on FRIDAY,

March 20, 1925, at 3 o'clock p.m. by Messrs. Lammert Bros. Auctioneers.

At their Salesroom in Duddell Street.

PARTICULARS.

The property consists of all those messuages and tenements situate at Mongkoktsai in Kowloon and formerly known as Nos. 174, 176 and 278 Portland Street, but now known as Nos. 220, 222 and 224 Portland Street situate on a piece or parcel of land registered in the Land Office as the Remaining Portion of Kowloon Inland Lot No. 1282 and held under a Crown Lease dated the 20th day of August, 1915, for 75 years, renewable for a further term of 75 years on the usual terms and conditions. The Crown rent payable in respect of the said premises is \$32.00 of which 45 cents is payable by the owner of Section A of the said Lot.

For further Particulars and Conditions of Sale apply to MESSRS. HASTINGS DENNIS & BOWLEY, Solicitors, 8, Des Vaux Road Central, or to

MESSRS. LAMMERT BROS. Auctioneers, Duddell Street, Hongkong, March 7, 1925.

14th. March 1925.

Coupon

"Telegraph" Motor Car Competition.

In every issue of the "Telegraph" up to and including April 25th, 1925, there will appear a skeleton word from which the consonants have been omitted. Competitors are required to fill in the blanks, and for every correct coupon sent in they will be credited with one point. The competitors having the highest totals when the Competition ends will be awarded prizes as follows:—1st, a Five-Passenger 1925 Dodge motor car; 2nd, a magnificent Victrola cabinet gramophone; 3rd, a No. 5 Model Underwood typewriter.

TO-DAY'S SKELETON WORD:—

E A (Six letters)

(Fill in the missing letters in the blank squares)

I agree to abide by the rules and conditions set forth in the full-page advertisement appearing in the "Hongkong Telegraph" of Dec. 27th, 1924.

Name

Address

This coupon must be forwarded to the offices of the "Hongkong Telegraph," 11, Ice House Street, not later than Wednesday, March 18th, 1925.

CANADIAN PACIFIC HONGKONG TO ENGLAND.

BY THE
ROUND THE WORLD CRUISE SHIP
R.M.S. "Empress of France"

CALLING AT

Shanghai, Taku, (for Tientsin and Peking), Japan, Honolulu, Hilo, Victoria and Vancouver, San Francisco, Balboa, Colon, Havana, and New York, thence to Southampton.

A Wonderful Trip including
THE PANAMA CANAL

Leave Hongkong 2.00 a.m. March 25,
Arrive New York May 23,
Leave New York May 26,
Due Southampton June 2nd.

You may use the "Empress of France" to Vancouver BC thence

CANADIAN PACIFIC RAILWAY,
through the

WONDERFUL CANADIAN PACIFIC ROCKIES
Connecting with the Empress of France at New York,
or using

CANADIAN PACIFIC ATLANTIC SERVICE
from Montreal or Quebec.

CANADIAN PACIFIC SERVICE THROUGHOUT
None better.

For fares, reservations and full particulars, apply:

CANADIAN PACIFIC,

Corner Podder St. and Chater Road, HONGKONG.
Cable address: "GAGANPAC" Hongkong.



HABANA CIGARS

"La Corona"
"Bock y Ca"
"Henry Clay"

MANILA CIGARS

"Alhambra"
"Joan Valjean"
"Compania General"

HOLLAND CIGARS

"Royal Trio"
"E. van der Tak"
"Justus Van Maurik"

JAMAICA CIGARS

"Golofina"
"La Tropical"

BELGIUM CIGARS

Earnest Tinchant"
etc., etc., etc.

TABAQUERIA FILIPINA
LEADING TOBACCONISTS IN THE FAR EAST

CONSIGNEES

American Oriental Mail Line.

The Steamship
"PRES. JEFFERSON"
having arrived from Manila
via ports, on March 9th 1925
consignees are hereby notified
that their cargo is being
landed at their risk late
the hazardous and/or extra
hazardous godowns of the Hong
kong and Kowloon Wharf and
Godown Co., at Kowloon, and
stored at consignees' risk.

Consignees of Cargo must pro-
duce an Import Permit signed by
the Superintendent of Imports
and Exports, Hongkong, before
Bills of Lading will be counter-
signed.

All broken, chafed & damaged
cargo is to be left in the godowns
where it will be examined at 11
a.m. on March, 14th, 1925, by the
Company's Surveyors, Messrs
Anderson and Ash.

All claims must be presented
within thirty days of the
steamer's arrival here, after
which they cannot be recognised.
No claims will be recognised
after the goods have left the
godowns, and cargo undelivered
on and after March 16th, 1925
will be subject to rent.

No Fire Insurance whatever
will be effected.

Consignees are requested to
send in their Bills of Lading for
counter-signature immediately.
AMERICAN ORIENTAL MAIL
LINE.

operated for the
United States Shipping Board
Emergency Fleet Corporation
by

ADMIRAL ORIENTAL LINE
4, Des Vœux Road,
Hongkong, March, 10th 1925.

P. & O. S. S. Co.

STEAMER FOR
Straits, Colombo, Australia
Bombay, Egypt,
Mediterranean Ports and
London.

Through Bills of Lading issued
for Batavia, Persian Gulf, Con-
tental, American and South
African Ports.

THE Steamer "SUDAN"
Capt. G. G. RANDELL,
carrying His Majesty's Mails
will be despatched from
this port on or about Thursday,
the 19th. March, 1925, at noon
taking Passengers & cargo for
the above Ports.

Silk and Valuable Cargo for
Italy, France and London (under
arrangement) will be conveyed
by this Steamer proceeding to
Bombay and there transhipped
to the on-carrying Steamer for
Marseilles and London.

Parcels will be received at the
Office until 5 p.m. the day before
sailing. The contents and value
of all packages must be declared.

For further particulars, apply
to—
MACKINNON, MACKENZIE
& CO.,
Agents.

Hongkong, March, 13th. 1925.

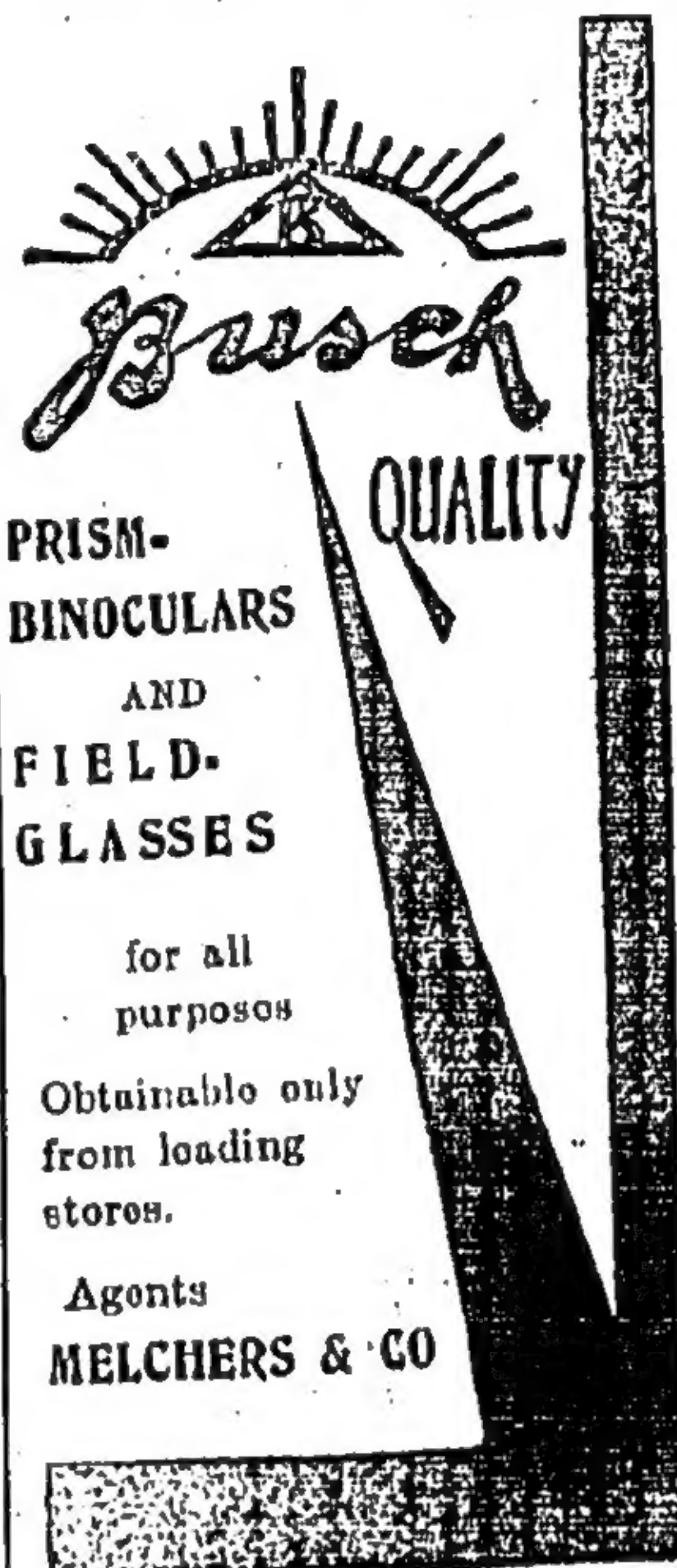
NOTICE

Duragold
COLUMBIA
SEMI-PERMANENT

Needles
Each Needle
Plays 10 Records

—
AT

ANDERSON'S



Announcement

The Tsang Fook
Piano Co. beg to
announce that for
the convenience of
their patrons, and
to facilitate busi-
ness, they have
acquired premises
at 8, Des Vœux
Road C., entrance
Ice House Street,
which have been
fitted out as Piano
Show Room and
Office.

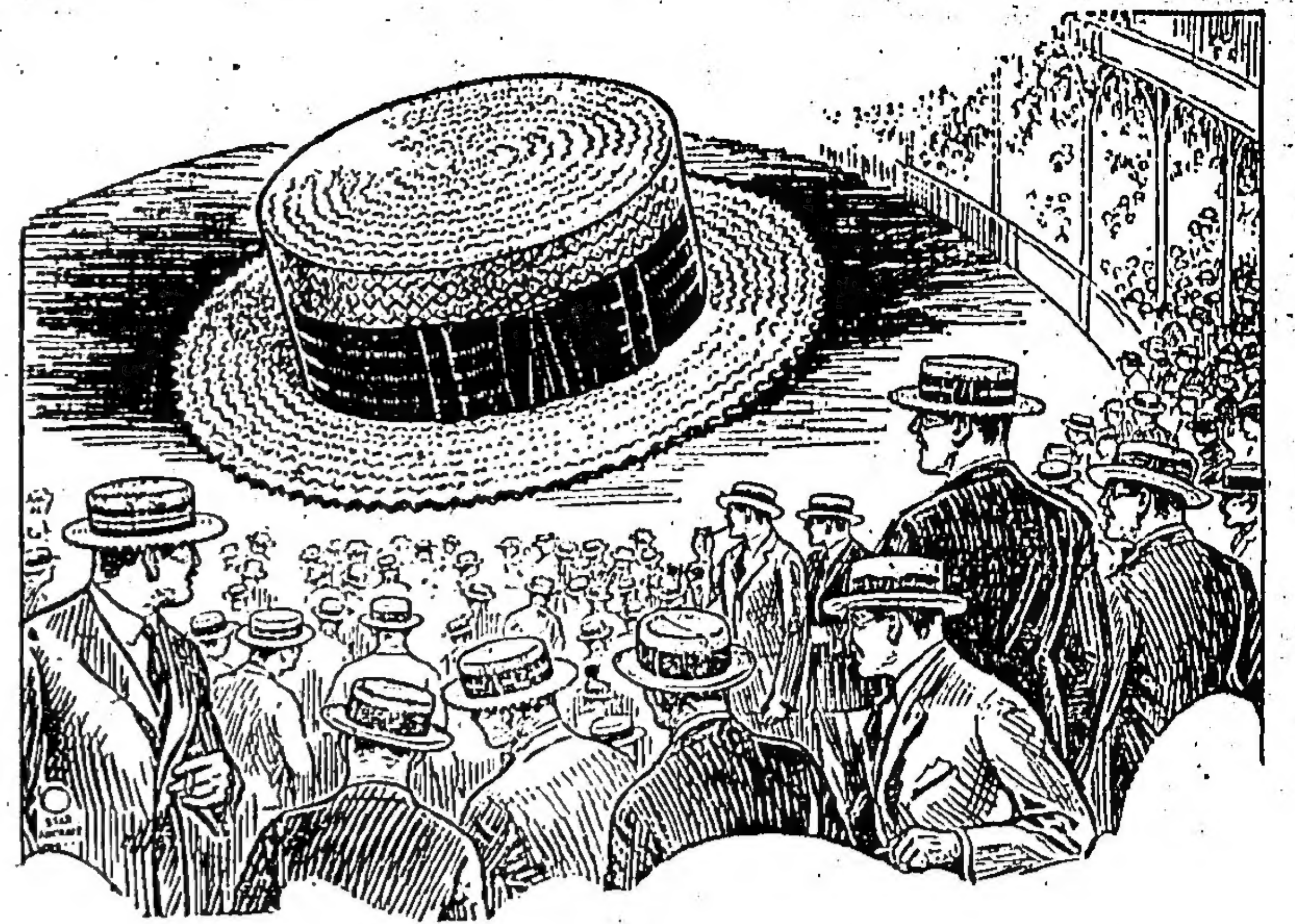
Tsang Fook
Piano Co.,

8, Des Vœux Road Central.

Telephone 4648.

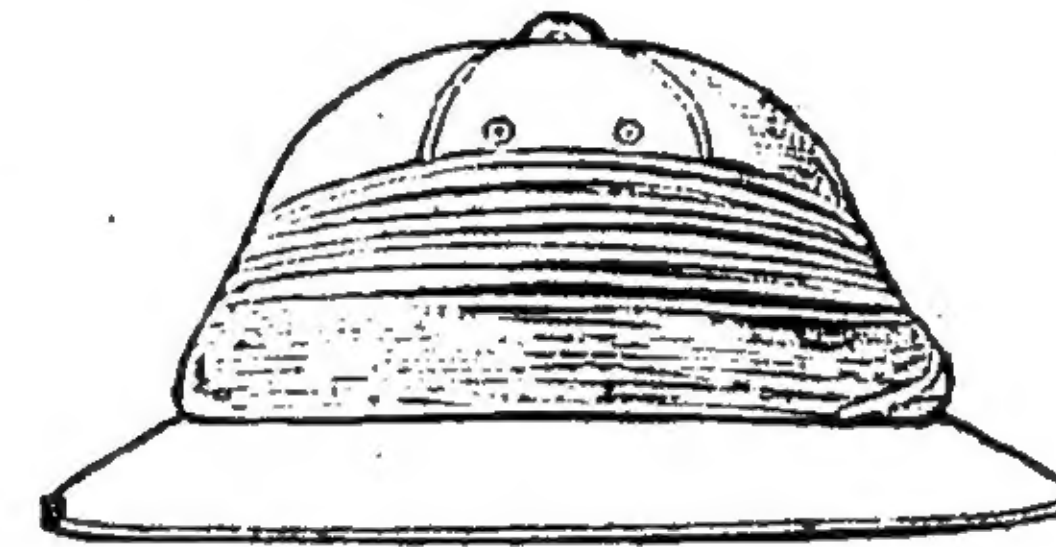
MASSAGE

Mr. N. AKAJI,
Mrs. E. AKAJI.
Graduate of Tokyo massage School.
No. 9, Queen's Rd. C. Phone U. 4365.



HEADWEAR

Made of the finest quality material. Every POWELL HAT
is a smart, well finished, absolutely reliable production.
Moderately priced, it gives the utmost satisfaction and
value to the wearer.



NEW SHIPMENT
OF
SUN HELMETS,-
STRAW HATS
AND
SOFT FELT HATS
just unpacked.

SUN HELMETS.

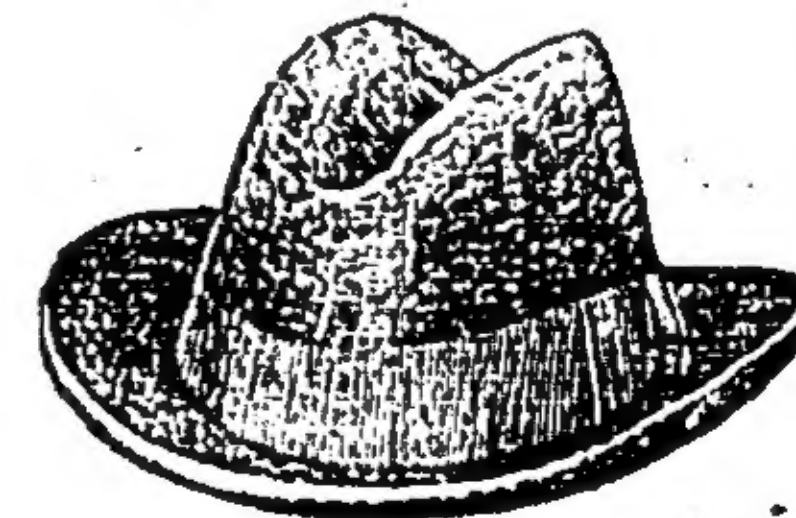
The model shown is one of our special English manu-
factured Sun Helmets at \$10.75. There are other
qualities at \$12.50 \$15.50 \$16.50 \$21.50 and \$25.00,
and at their respective prices they represent the utmost
value obtainable.

STRAW HATS

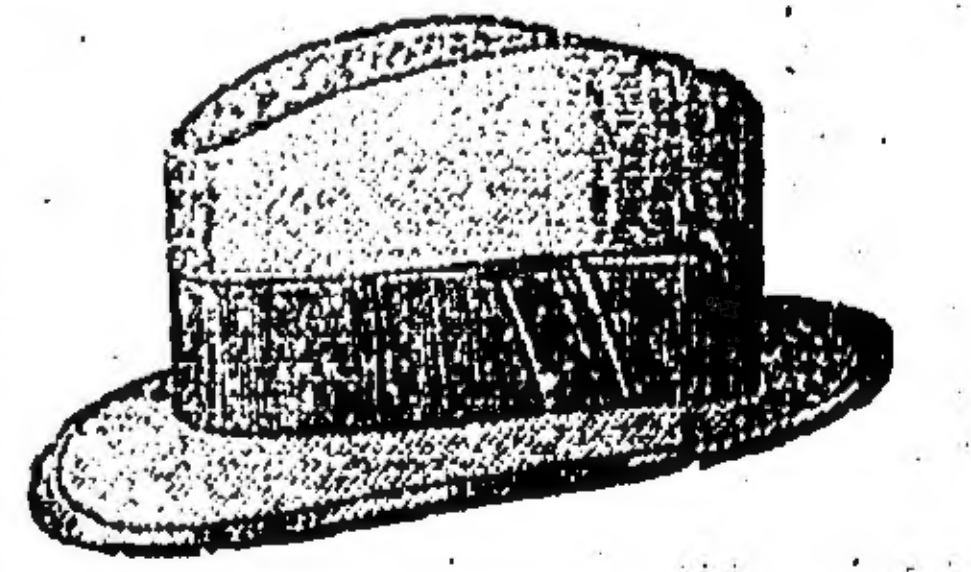
Made by GYLN & Co., Bond Street,
London. These are fitted with the
Bon-Ton Cushion Headband—the
acme of comfort. Stocked in a
variety of styles. Prices from \$4.50



SINGLE & DOUBLE TERAIS.



Every well-dressed
man realises that
his Soft Felt Hat
is one of the most
important details
of his dress, and
with a "Glyn" Hat
is assured of the
most up-to-date
style and colouring
at a popular price.



Wm. POWELL, Ltd.

(Sold Agents for GLYN & Co., London.)

HONGKONG HOTEL BUILDINGS. PEDDER STREET.

SHIPBUILDERS.
SHIP REPAIRERS.
BOILER MAKERS.
FORGE MASTERS.
OXY-ACETYLENE AND
ELECTRIC WELDERS.
MECHANICAL AND
ELECTRICAL
ENGINEERS.

THE TAIKOO DOCKYARD & ENGINEERING COMPANY
OF HONGKONG, LIMITED,

—DRY DOCK—

LENGTH 787 FEET.
LENGTH ON BLOCKS 750 FEET
DEPTH ON CENTRE OF

SILL (H.W.O.S.T.) 34 FT. 6 INS.

—THREE SLIPWAYS—

CAPABLE OF HANDLING SHIPS UP
TO 3000 TONS DISPLACEMENT.

ELECTRIC CRANE AT SEA WALL CAPABLE OF
LIFTING 100 TONS AT 70 FEET RADIUS.

TEL. ADDRESS: "TAIKOODOCK" HONGKONG.

TELEPHONE NO. 212.

CALL FLAG: "C" OVER "ANG. PENHANT."

BUTTERFIELD & SWIRE, Agents

HONGKONG, CHINA & JAPAN.

LOTOL

The New Liquid Insect-Vermine Destroyer
Deodorant and Disinfectant

IS DEATH TO MOSQUITOES, FLIES,
BUGS, FLEAS, MOTHS, BORERS,
ANTS, COCKROACHES, WEEVIL,
SILVERFISH,
ETC., ETC.

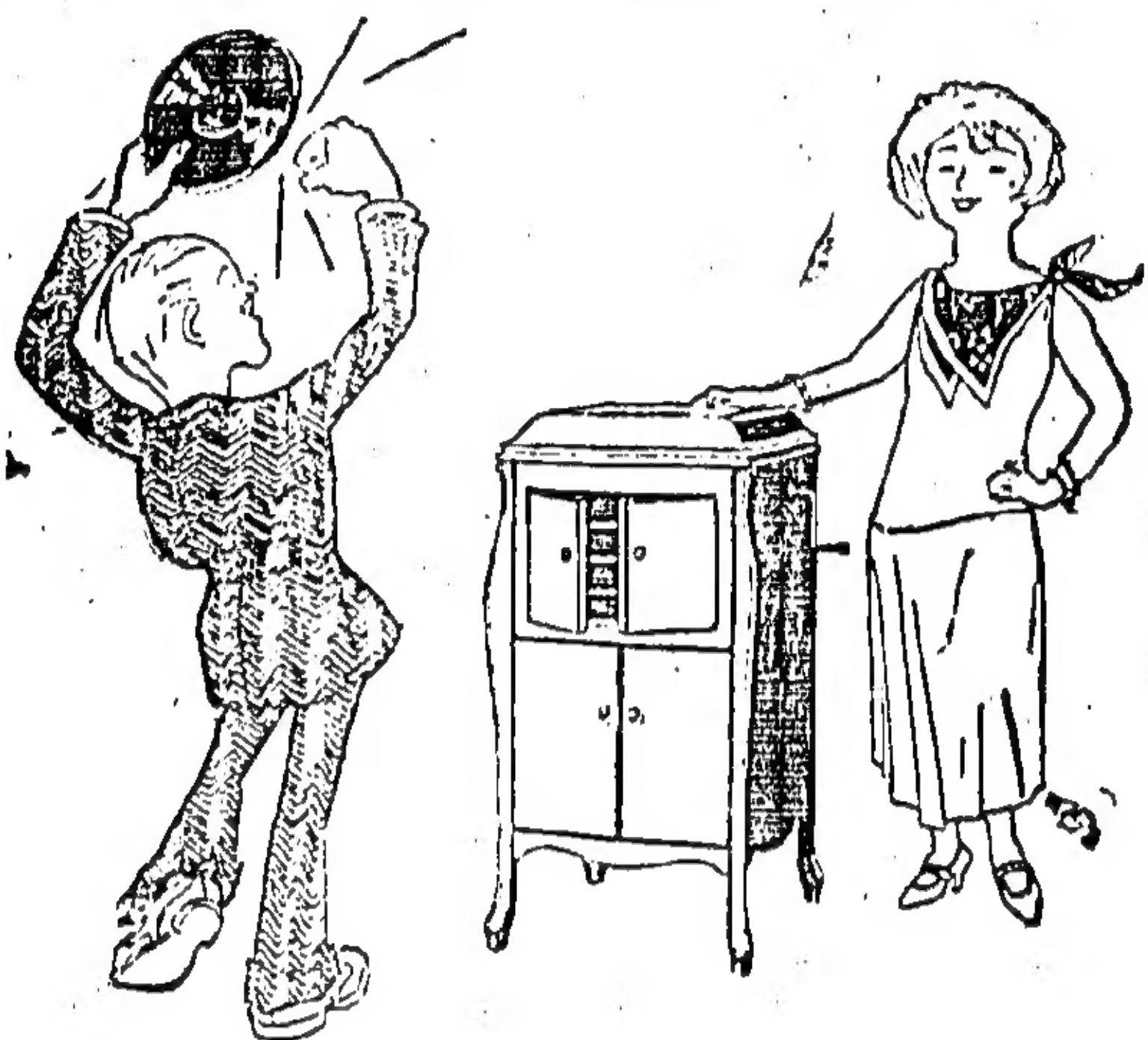
For use in the Household, Hotels,
Hospitals, Theatres, Ships, Public
Conveyances, Stables, etc.

Manufactured by —

THE MERCURY CHEMICAL COY, PTY., LTD.
SYDNEY and MELBOURNE.

SOLE AGENTS:

A. S. WATSON & CO., LTD.



A VICTROLA
+ VICTOR RECORDS
= A BIG EVENING

S. Moutrie & Co., Ltd.

Sole Victor Distributors.

JUST ARRIVED

Per s. s. "HAKONE MARU"
Choice English
Cheese and Bacon, etc.

Swiss Gruyere Cheese	per lb.	\$1.60
Gorgonzola	"	\$1.20
Roquefort	"	\$1.20
Loaf Cheddar	"	\$1.20

IRISH BACON	per lb.	\$1.60
ENGLISH "	per lb.	\$1.40

We Have A Fine Selection Of

CANADIAN FRUIT AND
VEGETABLES.

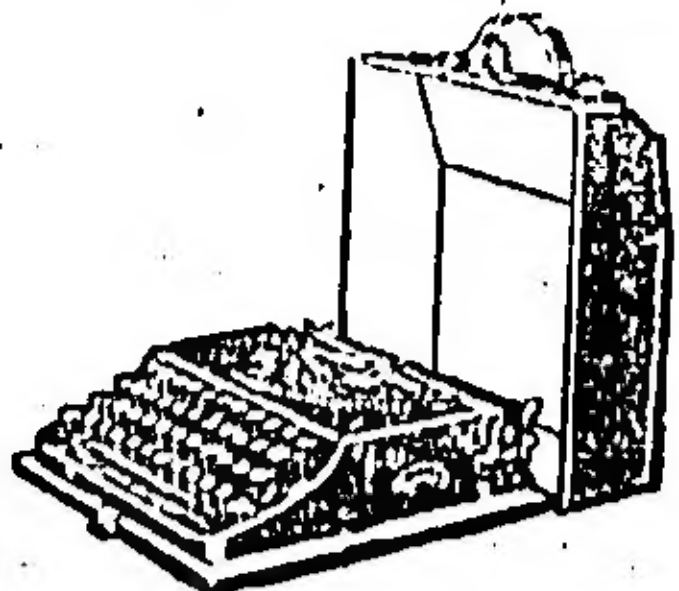
GRAPE FRUIT
NEWTOWN PIPPINS
NAVEL ORANGES
CELERY
LETTUCE
CAULIFLOWER
CABBAGE
CRANBERRIES

TELEPHONE NO. 4567 CENTRAL.

Lane, Crawford, Ltd.

REMINGTON

Portable Typewriter



The Portable typewriter with
Standard Keyboard
"Nothing to learn or unlearn."

FOR DEMONSTRATION
WRITE, CALL OR PHONE

Mustard & Co., Inc.

16-17 Connaught Road, C

Phone C.1186



The Telegraph.

HONGKONG, 14th Mar., 1925.

THE EMPIRE'S DECISION.

We think the majority of British people, whether in the Colonies or residents of the mother-country, will agree with Mr. Austen Chamberlain in his objections to the Geneva Protocol. It never appealed to any but those nations involved in European continental affairs, and appears to have originated entirely with the fear of German aggression. There are obviously other means of preventing another war with Germany, and to introduce a pact of the nature of the Protocol would, as our Foreign Secretary pointed out, give no assurance that the nations subscribing to it could do more to enforce peace—by the exercise of brute force—than they are supposed to be able to under the existing League of Nations covenant. The fact of the matter is that the Protocol would very nearly become a substitute for the covenant, and as such would practically supersede the League's powers of arbitration. Granted that the League has done little to prove its efficacy in promoting world peace, to bring fresh treaties into use would be to admit most plainly that its function had ended owing to impotency under the original sanctions. While the League of Nations continues to be subscribed to by a number of the bigger governments of the world, no drastic revision of its provisions should be permitted unless it is intended to "scrap" the association altogether.

When one comes to a consideration of the potency or otherwise of the League, there immediately arises the question of universal participation, which was the great theme of the originators, but has lamentably failed up to this day. Not only have some important nations remained aloof, but others have been consistently ostracised, and others again are gradually falling away as they realise, perhaps, that the benefits are not what they had been led to expect. The most noticeable absentee has been the United States of America, and there is no doubt that this non-participation in

external commitments will remain the policy of successive administrations. It is, in the end, the wisest plan, and we possibly see a reflection of this caution in the British refusal to be concerned in the Protocol in its present form. That very Protocol was designed to have the United States as a party to the preservation of peace (by the threat of war) and for a time it seemed as if the plan was a good one and would obtain transatlantic recognition. But there again the European politicians have failed to obtain American adherence to what would be purely European affairs. British insularity might be blamed for our adopting a similar attitude of aloofness, but Mr. Chamberlain has pointed out that, while it is admitted there should be proper control, and punishment, of refractory nations, the Protocol does not offer the ideal solution by any means. Revision of the League covenant might be necessary, and in the end it will probably be realised that Germany must be made to join the others in mutual agreement, but the death knell of the Geneva Protocol has been sounded, and we think there need be little grieving at the final obsequies.

Needless Fears.

The city was agog yesterday morning when it appeared possible that the river steamer Honam, with nearly two hundred American tourists aboard, had been pirated. It is doubtful whether the remainder of the party, who were in Hongkong, feared such a contingency, for they could have but little knowledge of the tropic island which is usually caused here when a river steamer is many hours overdue. The stories of past piracies, even including one in which a ferry-boat was taken out of the harbour by a pirate gang, may not have reached their ears. Be that as it may, the second batch of tourists, knowing that the first party was overdue, did not hesitate to make the trip up to Canton yesterday. As it happened, the anxieties felt in some quarters regarding the Honam party were not justified, for whilst others were worrying over the fate of the tourists, these latter were having quite a happy time of it, playing games and otherwise enjoying themselves aboard the disabled vessel. All the same, their experience, which turned out so happily, will doubtless be something to tell the folk about "way back home."

Our Pawnbrokers.

The Kowloon magistrate made a true remark when, in a case which came before him yesterday, he observed that there would be fewer robberies in Hongkong if pawnbrokers took a little more care when Chinese of the lower classes visited their shops for the purpose of pawning valuable articles. In the case under notice, a valuable gold watch was taken to the pawnshop by a mere youth, and we cannot help thinking that the pawnbroker got off very lightly by merely losing the sum he had advanced on it. In all such cases, we should like to see the pawnbroker charged and heavily punished. It is true, of course, that many of the Colony's professional burglars and robbers clear of pawnshops, preferring to take their loot further away from the Colony and thus not running any marked risk of being traced. All the same, there are others who, after a period of time, take to these shops articles which they themselves have stolen or have come by dishonestly. In innumerable instances the pawnbrokers must be fully aware of the fact that they are accepting stolen goods. And we all know how frequently the police unearth such goods at these places. Our Pawnbroker friends should be made to realise that it is their duty to exercise the greatest possible care when accepting articles on pawn, and the best way of impressing that point on them is to mete out severe punishment when it is clear that they have not displayed a reasonable measure of pains to discover the origin of the articles offered them.

DAY BY DAY.

THE BEST PREACHER IS THE HEART; THE BEST TEACHER IS TIME; THE BEST BOOK IS THE WORLD; THE BEST FRIEND IS GOD.—Talmud.

We hope to publish the picture of the recent police fancy dress dance in an early issue.

Tenders are being invited for the construction of four "A" Class harbour buoys.

Another name disappears from Hongkong's Pension List by the death of Sir Francis Pigott, who was drawing £500 per annum.

An earth-coolie was injured in a fall down the hillside above the Cemetery yesterday. He was removed to the Government Civil Hospital.

A Chinese salesman and a messenger coolie, at Messrs. Whiteway Laidlaw's store were arrested yesterday on the charge of theft of clothing from the shop.

On March 30th there will be sold by auction R. B. L. 264, situate at Kellott Bay, and having an area of about 67,350 square feet. The upset price is \$34,425.

It is notified that information has been received from the Secretary of State that the jurisdiction of the Austrian Consul at Shanghai has been extended so as to include Hongkong.

It is notified that the names of the Yuen Hing Yang Hong Company, Limited, and the Hongkong Mortgage and Share Brokers Company, Limited, have been struck off the Register.

The collections to-morrow at St. John's Cathedral will be given to St. Paul's Cathedral Restoration Fund. The preacher at 11 o'clock will be Lord Bishop and at 6 p.m. the Rev. G. E. S. Updell.

The Observatory returns for February show that the average mean temperature was 56, the highest being 65.1 and the lowest 39.7. There were 113.4 hours of sunshine and 0.385-inch of rain. The average humidity was 70.

The Hongkong Government notifies that from 1st April next the scale of charges for a private nurse will be in accordance with this scale:—Per month of 30 days \$200; per day \$7. Suitable meals and accommodation must be provided.

A messenger coolie in the employ of the South China Morning Post was bitten by a dog belonging to Mr. Hollands, at No. 81 The Peak. The coolie went to the Government Civil Hospital for treatment, whilst the dog has been taken to Kennedy Town for observation.

The forthcoming marriages are announced of:—Mr. Reginald Emil Ost, manager of Arnhold and Company, to Miss Fedora Alice Deakin, of the Hill Crest, The Peak; Mr. Alfred Frederick dos Remedios, of the Hongkong and Shanghai Bank, to Miss Lucia Maria Beltram, of No. 5, Punjab Buildings, Kowloon.

The tourists from the river steamer Honam, which met with a mishap on the run down from Canton, were yesterday afternoon transferred to the Lung Shan and arrived here at about 3.45 p.m. The Honam was later towed in by the Henry Koswick, the damage she had sustained being a broken paddles.

Consul Charles L. De Vault, who has been attached to the American Consulate General, London, is in the Colony on route to Taihoku, Formosa, where he will assume charge of the American Consulate. He is relieving Mr. Harry T. Goodier, who has been transferred to Nagoya, Japan. Mrs. De Vault accompanies her husband.

As guests of the Dutch community of Hongkong, a large gathering assembled at the Queen's Theatre last evening, when the film "Holland" was again screened. The picture proved intensely interesting, and the audience showed itself extremely grateful to the Dutch community for having arranged such a means of increasing knowledge of the Netherlands.



I am disappointed to learn from a contemporary that girls are no longer attracted by the strong, silent man. Ever since Ethel M. Dell discovered the species I have been doing Swedish club exercises and acquiring proficiency in the deaf-and-dumb alphabet with the object of making myself acceptable to the modern maiden, only to find at last that my efforts have been of no avail. What to do next I don't know; maidenly tastes are so quixotic. Shall I go to the other extreme and, in anticipation, rehearse to become a weak, noisy man? Or would it be wiser to adopt a happy medium, and study to become either a strong, noisy man or a weak, silent man—who can say?

All the same, I am sorry that some of my present accomplishments will have to be wasted, notably my Cave-Man technique. Folks who have seen me seize a sausage in my jaws, worry it on the floor, and finally wolf it in the dark corner behind the piano to an accompaniment of uncouth snarlings and primaevial burbling noises, have predicted a singularly happy future for me; have even incited sundry emaciated and anaemic damsels to come round and inspect me on approval. But if my graces are already out of fashion, this is about as clear a case of love's labour lost as you will find outside the works of the Swan.

(N. B. I refer to Shakespeare, not the fountain pen.)

RYTHMES WITHOUT REASON.
A somewhat fat curate named Bothune
Abandoned his charge at Nunothune,



To missionize races
In cannibal places,
Where, it's said to record, he was
ethune.

A prominent theatrical producer, complaining in a press article of the lack of technique possessed by the younger members of the profession, admits that he once spent an hour teaching two stage "lovers" how to kiss. In face of a statement like this it's no good grouching that the theatrical profession is growing more and more overcrowded.

TO FEBRUARY.
Which hath but twenty-eight days clear.

Poor Cinderella of the almanack!
You pitifully maimed, impoverished thing,
Whose advent can command no birds to sing
Congratulatory odes that you've come back!
Nor does man give you greeting; for, alas!
You aren't exactly winter, nor yet spring;
The joys of neither in your hands you bring,
But only loathly Fluvius' scudding wrack.



"Fill-Dyke" they dub you—
and with reason, too.
Are you surprised you gain no
mead of praise
For torrents wild tossed down
the flooding drain?
Yet for one thing we yield our
laud to you:
For since is elipt the measure
of your days,

You've two or three days less
on which to rain!

I regret to learn that the Dundee whaling fleet is not having a very good season. In consequence, I imagine, the whaling is accompanied by gnashing of teeth.

In a recent case where a provision dealer was prosecuted for employing an undue percentage of harmful preservatives in his goods, the judge enquired: "What is a saveloy?" Let me answer that it is about the only thing left which enables British manufacturers to make both ends meet.

The cross-word puzzle which I set last week has caused even more interest than that evoked by the former, judging by the number of letters which arrive by every post. At the same time, may I request readers not to send me postcards calling me disrespectful—and sometime profane—names. The construction of these puzzles causes me



much anxious thought. Every night I have to sit up drinking the midnight oil over the composition, and it is not very encouraging to be called a gink, a boob, a simp, and other offensive appellations which I hesitate to publish until this journal is printed on asbestos. In the circumstances, I had a jolly good mind not to propound another puzzle this week, but since this would mean that the innocent would be made to suffer with the guilty, I have relented, and with my customary pleasure I offer the following problem for your attention. To the sender of the first correct solution opened by me on the 31st September next I shall award the prize of a mouse-trap, complete with cheese, for life.

Horizontal.—1. Gum-Arabia prefix meaning "hey-diddle-diddle."

Vertical.—1. A kind of wart not found on the knees of giraffes.

A well-known sportsman has just given a banquet to the inmates of a Home of Rest for Horses. The menu consisted of carrots, loaf sugar, and other delicacies dear to the equine palate. How I should have loved to hear the neighs of delight when the carls was put before the horse!

THE CHILDREN'S CORNER.

My dear Little One,—I surmise that during your cosmological studies you have learned that the sun is 92 millions of miles distant from this terrestrial sphere. But have you ever been stimulated to exercise your faculty of ratiocination with a view to determining how this calculation was consummated? Let Nunkie tell you. As you are aware, the trigonometrical ratios enable us from certain ascertained data to elucidate others. Hence by observing the angles in azimuth made by the sun meridionally at the two extremities over a mensurated base—in this case the diameter of the earth's ellipsoid—and by dropping a perpendicular to the hereinbefore-mentioned base the calculation resolves itself into a mere computation of the co-tangents—a process which may be conveniently expedited by the employment of either common or Napierian logarithms.

Just hypothecate a moiety of your next half-holiday to ratifying this calculation, and you will simply delight Dadda and Mamma.

Another little talk very soon, my pets.

Your affectionate
UNCLE HELIOGABALUS.

FEATURES FOR THE FAMILY

HONGKONG TELEGRAPH, SATURDAY, 14th. MARCH, 1925.

CANADIAN LITERATURE.

Some Leading Present-Day Writers.



Up to 1921, there was a question whether Canada had a literature, but today she can take rank with nations whose literature was mature long before Canada had a beginning. A setback to inspiration and progress was the fact that the country had no copyright law to protect its authors. In that year two far-seeing writers, John Murray Gibbon, author of four novels,

"Hearts and Faces," "Drums Afar," "The Conquering Hero" and "Pagan Love," and B. K. Sandwell, well known journalist and editor of various Canadian publications, conceived the idea of forming a Canadian Authors' Association, to protect their rights and help each other. Mr. Gibbon served as its President the first two years.

Among its members whose writing stand high in literature are: Sir Gilbert Parker, author of "The Right of Way"; Robert Service whose "Rhymes of a Red Cross Man" made him famous; while his latest novel, "Tahiti," is a revelation of his versatility; and Bliss Carman, a particularly sweet singer, who was chosen unofficial poet laureate of Canada. He has many volumes of choice verse to his credit, and is at present giving a series of readings in

California and along the Pacific Coast. Robert J. C. Stead, "Poet of the Prairies," is also a novelist and was second President of the Association. Lawrence J. Burpee, author of "The Search for the Western Sea," is the present president of the Canadian Authors' Association. He is a native of the Maritimes and is descended from Empire Loyalist stock. He is a prolific writer and

an authority on history, being the President of the Historical Society of Canada.

Women as well as men have added valuable contributions to Canada's literature. Recently Martha Ostenso won the \$13,500 prize offered by Dodd, Mead & Co. and the Famous Players-Lasky of New York, for the best novel of the year. The author is of Norwegian origin, and came to America when two years old, living in Western States and Manitoba. She is a school teacher and 24 years of age. The winning book is "The Passionate Flight," a romance of life on the western prairie.

Arthur Stringer and Stephen Leacock must not be overlooked. The former gained fame by his series including "The Prairie Wife" and "The Prairie Mother," while Leacock fills a unique dual role in being Professor of political economy at McGill University and is a famous humorist whose "Nonsense Novels" are read and laughed at all over the world.

SPORTS PARS.

Interesting World Items.

Some of the Northern nations of Europe are already getting ready for the 1928 Olympic Games. Holland have been preparing at Amsterdam for some time now, and Finland also have begun the task of reviewing her resources. According to a message from Stockholm, an Olympic Fund has been started, and already 152 sporting organizations have pledged themselves to pay 100 kronas a year for the next four years, which will provide a sum of 60,800 kronas, or just under £3500.

H. D. Gillies, a well-known London surgeon, who has achieved a notable success at the Oxford and Cambridge Society golf meeting, by defeating the amateur champion, Sir E. Holderness, was the principal in the big toe controversy during the Amateur Championship at St Andrews last year. Gillies, whose time for the game is very limited on account of his professional duties, advanced the theory that a high toe up to nine inches in height and a larger faced club were aids to concentration. The R. and A. frowned on the innovation, however, and intimated that they hoped players would use implements in accordance with the spirit of the game. Gillies is a notable long hitter, either with a low or high toe, and his latest success does not come as a surprise.

Many visitors to the war zone in 1918 who were escorted to the Physical Training School of the British Army at Hardelet Plage, not far from Boulogne, will remember meeting amongst the instructors Captain A. E. R. Gilligan, the captain of the M.C.C. team. He has always been an enthusiast on physical exercise, and the lessons he learnt in France during the black days must be standing him now in good stead in the Test Matches in Australia.

Rowland Hill, one of England's big Rugby men, celebrated his 70th birthday recently.

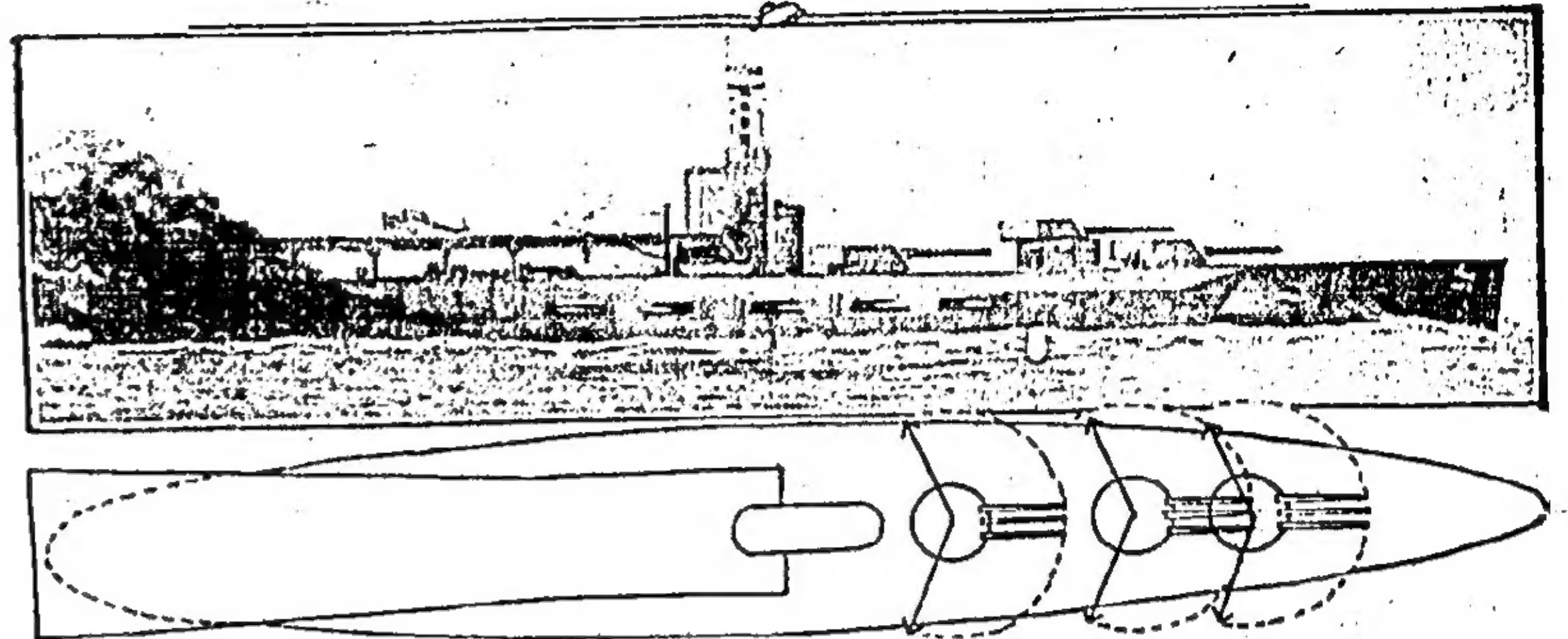
The golf charges for 1925 over the St. Andrews courses have been fixed as follows:—Old Course, 2s. per round; Eden Course, 1s. per round; Jubilee Course, 3d. per round; New Course 1s. per round.

A. J. Webbe, the old Middlesex captain, was 70 last month. His best season was 1887, when he scored 1,244 runs, averaging 47.22. He still holds, with W. G. Grace, the first wicket record stand for Gentlemen v. Players—203, in 1875.

Jack Dempsey, heavyweight ring champion, and Estelle Taylor, motion picture actress, who announced their engagement recently, have now stated that their wedding has been set for May 20, the bride-to-be's birthday.

BRITAIN'S NEW FIGHTING SHIPS.

Some Features of the "Nelson" and "Rodney".



Above is seen an artist's conception of Britain's new Dreadnoughts, the Nelson and Rodney. The turrets are at the front, whilst immediately behind them is the control tower. Aft is the aeroplane landing deck. Below is shown a deck plan of one of the big ships. The turrets are shown to contain three guns each. The absence of all funnels will be noticed.

Battleships which, it is believed will be very largely immune from serious damage by aircraft are being built by Great Britain, says an American writer. These are the capital ships Nelson and Rodney. To say the new boats will make all earlier capital fighting ships obsolete, as some accounts have it, may be going a little too far, the U.S. experts agree, but all admit they promise completely to modify future naval construction.

In the Nelson's and the Rodney's design, British builders give due weight to the value of planes as a "naval arm" for use against others, but in the same design they prove that they feel ample confidence of their ability to defend their surface vessels against enemy plane attacks.

The Nelson and the Rodney are of 35,000 tons each and each is armed with nine 16-inch guns. The treaty limits capital ships to 35,000 tons and guns to 16 inches, so the British have taken their full allowance in both respects and in the case of both craft.

The peculiar feature of the vessels, as U.S. naval intelligence circles get the news, is that their heavy armament is all well forward, in three turrets. Just aft of them, it is taken for granted, is the fire control tower, and aft of the fire control tower the deck is said to be entirely clear of funnels, superstructure, everything, to enable aeroplanes to take off and land.

The guns are distributed three to a turret. Deck armor is tremendously strong, to resist damage by aerial bombs. Magazines and engines also are in the fore part of the two ships, protected by turrets and the thick, tough steel deck, and at the sides by the extra heavy side armor from bow about to midships.

Turrets, fire control, magazines and engines always are especially subject to attack in a fight and by concentrating them, the size of the enemy's target is reduced. Furthermore, as less damage is done by a shot striking that part of a vessel occupied only by living

quarters, the side armor of the after portion of the two new ships presumably is lighter than elsewhere, permitting it to be piled on in still greater weight on deck and toward the bow.

Smoke fumes from the ships' boilers are discharged through tubes alongside and smoke screens are laid down in the same way.

Elimination of funnels atop not only leaves the deck clear for planes but eliminates the danger that an aerial bomb will hit one, crash through and explode inside. The mouth of a funnel is a small target, but the disaster which would result if an airman's missile fell inside always is in every naval commander's mind.

The new ships' hulls of course are provided with blisters, as safeguards against submarine attacks.

Both vessels, in short, are as nearly invulnerable as naval science can make them and, when completed, certainly will be the most formidable craft afloat.

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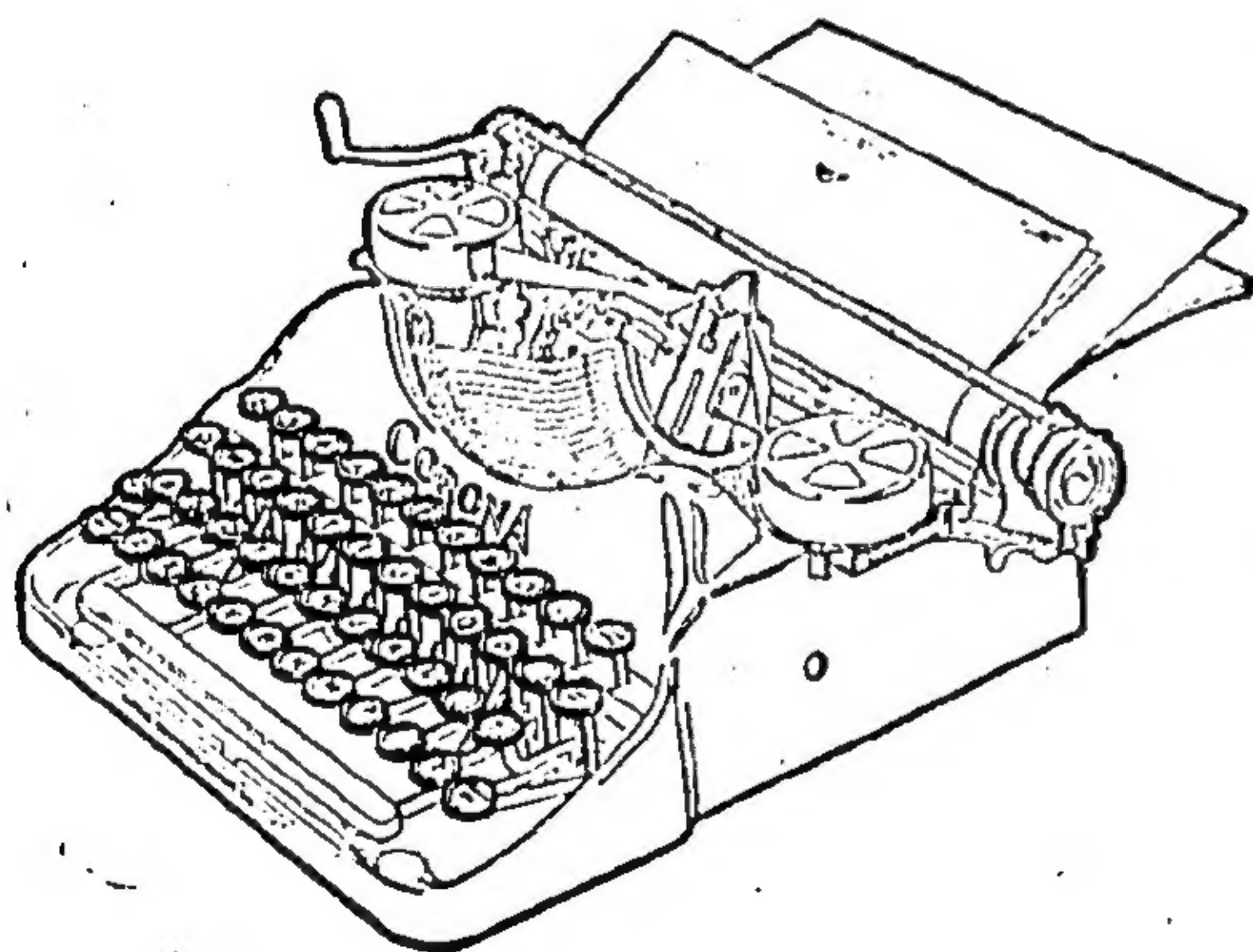
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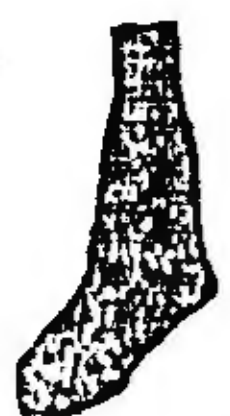
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RADIO NOTES AND NEWS.

Far North Brought Near Home.

Portland, Ore.—Congregated in a little log school-house on the border of the Arctic Circle, the population of Pilot Station, Alaska, shares the best music, lectures and other forms of entertainment with frequenters of fashionable hotels and theatres in western cities. Young Eskimo girls dance to the same jazz music at the same time as do the girls of San Francisco, Los Angeles and Seattle.

The handful of whites and Eskimos comprising the population of this remote Yukon settlement gather nightly in the schoolhouse to listen in. According to Miss Inez Moore, sole teacher at this primitive seat of learning maintained by the Department of the Interior, the little unseen audience makes up for its size in enthusiasm and appreciation.

The letter which brought the news of the schoolhouse radio entertainments was almost three months in reaching F. A. D. Andrea, manufacturer of the receiving set which has

was elected secretary of state of Idaho and it was more than six months before I received a letter saying that he had been successful at the polls. This year I shall know whether he wins or loses just as soon as the returns are in—all due to our radio.

We have been unable to pick up stations east of the Rockies, but hope to as soon as the weather gets colder."

RADIO REMARKS.

Recent Pronouncements by Leaders.

The day is fast approaching when the practical range of this science will be enormously increased, and American stations will be heard with clearness and regularity even during the day and afternoons. It is also quite reasonable to expect that it will soon be possible for a speech to be broadcast to the most distant parts of the world irrespective of

of a thing—just "so long," indicating a length of, perhaps, four inches.

Then I introduced the subject of radio. My friend brightened instantly. "Ah!" he exclaimed "Now you're talking, my boy. Suppose you heard how I got Valparaiso the other night on one valve? Came in splendidly—bit of jamming now and again from Honolulu, but otherwise excellent."

I wouldn't mind wagering that in recent months a lot of fishermen have beaten their rods and lines into aerials, their swivels and pater nosters—whatever they may be—into leads.

Some of the tallest tales ever told have been and are being told about wireless. The wireless brand of tall tale is, I should say, at a rough guess, two thousand metres taller than the tallest tall fishing tale—I shall be getting jammed myself in a minute—ever told in a club smoking-room.

And talking of altitude, I am reminded of the serious—or—contemptuous—a little bit of French won't do us any harm—in which I was involved one day last summer.

I remember the day quite well, because the summer that year fell on my birthday, and not on a Wednesday, as we are officially informed. The Co-Optimists were appearing at Edinburgh and, being a radio fan—short for fanatic, I presume—I thought I would rig up my four-valve set in my dressing room with the aerial on, in the usual way. So I climbed up aloft and, under a blazing sun, got the aerial into position.

Unfortunately, I didn't realize until I came to descend that I had also got myself in position; the sun had melted the tarred roof—and well, I was stuck.

The episode was a splendid joke, of course, and there was only one person in the kingdom who didn't properly appreciate it. That was I.

FRIGHTENING THE CLERKS.

Anyone desirous of verifying this story should apply to the management of the King's Theatre, Edinburgh, for permission to scale the roof, where he (or she) will find a substantial pattern of the nether garments I was wearing at the time, to wit, an extremely loud pair of plus fours still flapping idly, idly in the breeze.

On this particular tour, they tell me, I earned among hotel managers a reputation for being "slightly—or—well, eccentric, don't you know." It seems that instead of entering an hotel and asking the conventional question "Have you a room, please?" I developed the habit of frightening booking clerks

RADIO HELPS SOLVE MYSTERY.



For two months the immigration authorities at Norfolk, Va., held a man whose nationality or language none knew. At last he broadcasted the series of grunts and squeals which passed with him for language. A young Finlander came forward and identified the puzzle as a Finnish naturalist and writer named Oskola, who spoke an obscure Finnish dialect.

with the query, "Have you a flat roof, please?"

One manager tersely informed me that his establishment was not a sanatorium, and that if I wanted to sleep out of doors, I had better try the park.

However, at an hotel in the Isle of Man I found just the sort of roof I was looking for, and got permission to erect an aerial, with the result that soon the lounge was filled with sweet music from "2ZY." Many of the visitors had not heard radio music before, and quite a crowd assembled.

During an interval in the programme a rustic-looking person came up and, drawing me aside, said, confidentially: "It's all right, o' chap; I rumbled you was a conjurer from the start. You've got a gramophone inside that box. Now, now," he added, playfully, as I protested, "keep your hair on! It's not a bad wheeze at all. Here's sixpence—go and get a drink, just to show there's no ill-feeling."

But if it is true to say that in one way or another I have got more fun out of radio than out of any other hobby, it is almost equally true that I have found no other hobby more exasperating.

Take the question of Morse, for example. Something really ought to be done about Morse. It's a bit off, just when you're in the middle of enjoying a Beethoven sonata, to have it rasped at you that another cargo of oranges is passing the Needles, or that the S. S. Pride of Seven Dials has sprung a leak in her bilge pipe

or wherever it is that ships spring leaks.

I notice that when a lecture on the theory of the Comic Impact, or the immunity of bootleggers from yellow jaundice, is going out, Morse mysteriously vanishes into nothingness, so that one has no really reasonable excuse for downing the headphones or gagging the loudspeaker.

BROADCAST ON DISPLAY.

The broadcasting studio of station WJZ and WJY recently was moved down to the display windows of the Aeolian Building in New York, so that passersby may see how the thing works. "Broadcast Central," through which WJZ and WJY go out to the world, is stationed atop that building.

BIRDS' EGG NECKLACES.

Necklaces made of birds' eggs are the latest novelty in the Parisian shops. The eggs are arranged for size and colour, much like a string of pearls. The contents are blown out through tiny holes, and chemicals then blown in which make the shells firm and strong. The space in the shell is filled with a light cement and the outside is covered with a durable but transparent varnish. The eggs are strung with a small wire or cord drawn through the tiny holes, and the price for the finished novelty is extremely high. Another war on bird life!

CHEERED BY RADIO.



There is cheer in this bleak scene of the far north, for in this log cabin schoolhouse, bordering the Arctic Circle, is a receiving set which brings in concerts from broadcasting stations along the Pacific coast. It is located at Pilot Station, Alaska, a post maintained by the U.S. Department of Interior.

transformed life in this far north community, Miss Moore writes: "How we ever got along without a radio in the past is a mystery. To-night we have listened to the play, 'Turn to the Right,' given through KGO in Oakland, Calif., and while I am with this at my desk we are getting the dance music from the St. Francis Hotel in San Francisco.

"We heard the baseball scores each day of the world's series and we shall know the election returns without waiting six months. Two years ago my uncle, F. A. Jeter,

whether it is made during day or night—Guglielmo Marconi, famous Italian radio inventor.

The true regulation of the power of a broadcasting station should be based on the listener; on the ability of the listener to discard the programme offered by the high-powered station and select another programme in its place.—L. A. Nixon, secretary, Radio Trade Association.

The transoceanic radio telephone, now under development, bids us to expect that before many years it will be possible and convenient for any one of us to pick up his telephone, and in a short time be connected with his party in Europe, or with his stateroom, on some liner on the ocean—General James G. Harbord, president, Radio Corporation of America.

I venture to predict that 10,000,000 new radio fans will be added to the army of the listening public during the new year.—Edward H. Jowett, radio manufacturer.

WIRELESS FICTION.

University Giving Lectures.

New York: Columbia University is sponsoring a lecture course on contemporary English fiction, that is being broadcast weekly through station WEA.

The lectures are given by Professor Dorothy Brewster and John A. Burrell. Both lecturers are prominent literary critics. They have been teaching for several years in the English department of University Extension at Columbia.

"MY AERIAL ADVENTURES."

Some Tall Tales, and Others.

Davy Burnaby, the popular Co-Optimist, writes in the *Radio Times*:

Have you noticed that since wireless became the fashion, there has been a dearth of fishing stories?

I met an old angler friend of mine the other day who, when I asked him to tell me all about his latest catch, merely shrugged his shoulders and murmured something about his having landed a wretched little "fiddler

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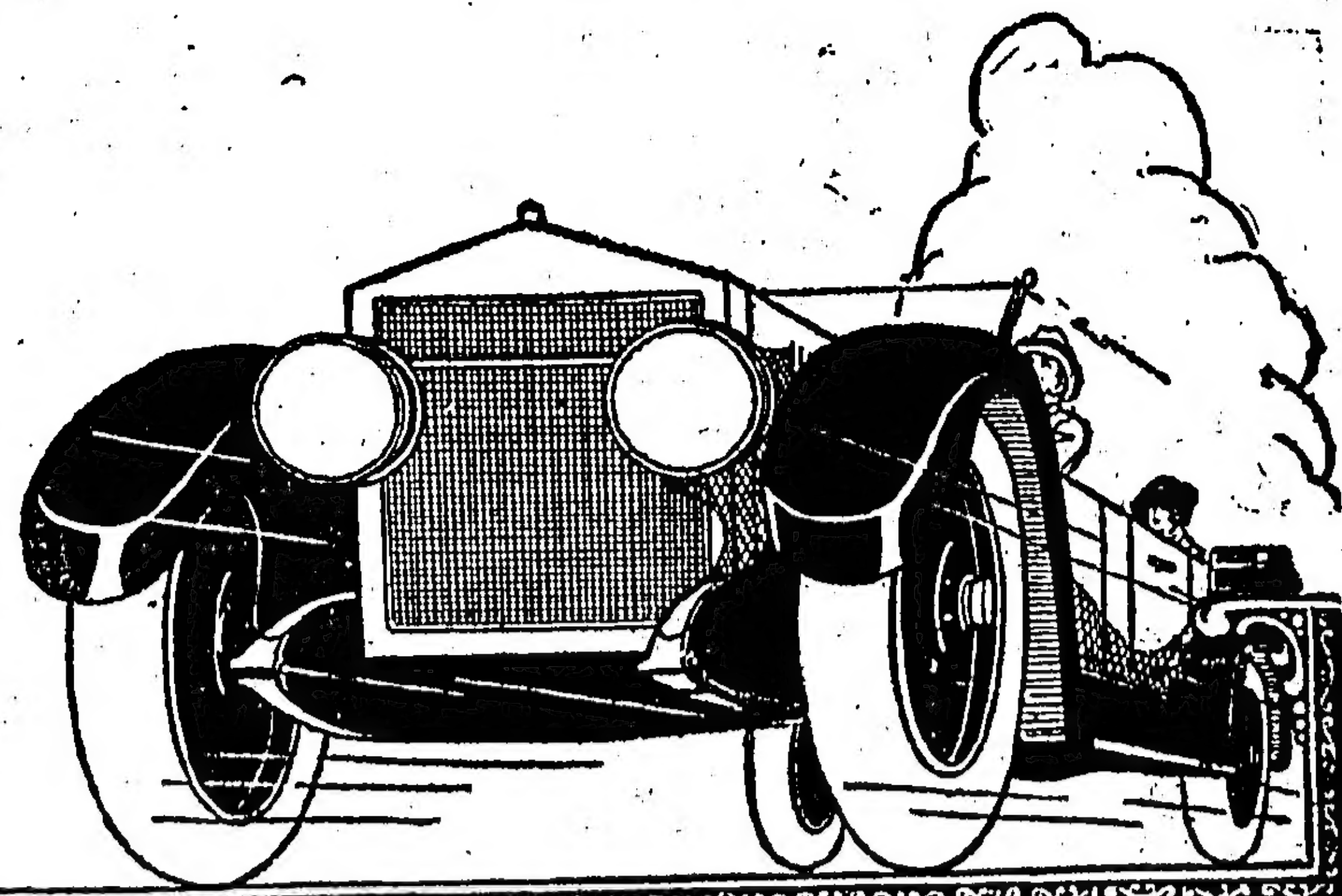
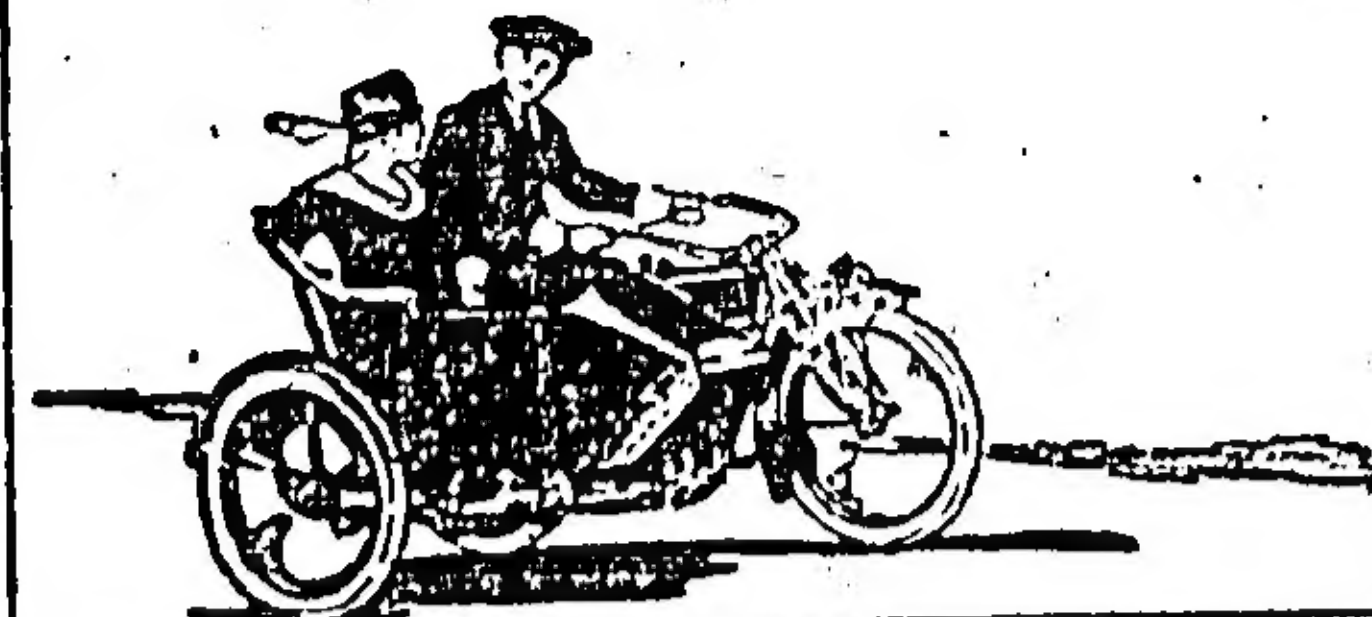
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OF
THE HONGKONG TELEGRAPH.

SATURDAY, 14th March, 1925.

(Being the Official Organ of the Hongkong Automobile Association.)



LOCAL MOTOR NOTES & NEWS

As time goes on, the question of parking spaces will become very acute in Hongkong—even now, it presents quite a problem, and if motor vehicles increase from year to year at the present rate, another decade or so, will see serious traffic congestion which will have to be faced somehow or other. Statue Square and Pedder Street are the only really accessible points within easy reach of the centre of Hongkong, and these places are already largely used for parking purposes by garage cars.

When the resumption of Military lands takes place, a mental picture of the future should have some influence in providing for such a necessary facility. As was pointed out in these notes last week, when urging immediate provision of vehicular ferries, questions of traffic arrangements did not crop up in the past, but the Hongkong of the past is a very different thing to the Hongkong of the present. By the same process of reasoning, the Hongkong of the future will be equally unlike the Hongkong of the present, and it is because of this future development that action should be considered now.

It is fortunate that there is sufficient width in Pedder Street to accommodate a few cars, but a glance at that thoroughfare at almost any hour of the day is the most emphatic argument in favour of additional parking room.

An incident was witnessed at this spot recently, which hardly gives the P.W.D. credit for thoughtfulness. A portion of the road was undergoing one of the periodical annoyances of tar and sand, which meant, of course, that a car would be necessary. This obvious impediment, if such it may be called, was wheeled on to the stand reserved for motor cars, the fire lighted and the boiling process duly accomplished. By the constant stoking and fueling, one might have imagined that the cooing in charge thought himself out of the middle of a fiery acre paddock, instead of within about a couple of yards of a motor car costing several thousand dollars. This car, as well as several others, was subjected to a smoke and soot barrage which was hardly calculated to enhance its appearance. Surely it would have been possible to have found another spot where such a nuisance would have been avoided.

An anonymous correspondent, writing to a contemporary early in the week, complained that motorists derived no benefit from membership of the Hongkong Automobile Association. As the annual meeting takes place on the 26th instant, he would be well advised to make a point of being present, when he will doubtless receive enlightenment. The meeting will also serve as an excellent opportunity to make any suggestions, which will, of course, receive sympathetic consideration.

Regarding the Asiatic Motor which is supplied free to all members of the Association monthly, we have frequently advised any member who has not received his copy to notify the Hon. Secretary, Mr. P. M. Hodgson, as this publication is sent from Shanghai.

Castle Peak is certainly an ideal spot, and when the new hotel is erected, should become a popular resort for "weekenders." It does seem rather unfortunate, however, that owners of mansions should be debarred from sleeping in them. It should be possible to frame regulations which would prohibit the abuse of such a privilege if granted and no doubt, those who obtained such permission would not give cause for it to be revoked.

It is to be regretted that the work which had been commenced on the road to Shokko has apparently been suspended since Chinese New Year. Although motorists are allowed to use it, great care has to be taken in negotiating the many ruts. We hope that the cessation of work does not mean that the Wong-nai-cheung and Repulse Bay Roads present such a problem that other equally important work has to "go by the board" for the time being.

The Hongkong motorist who decides to take his car to Great Britain is entitled to temporary freedom from taxation providing he is travelling under the auspices of the Automobile Association. Members of the Association are saved a lot of vexatious trouble over customs formalities and also in regard to unpacking, storage and subsequent re-exportation.

The A.A. officers and representatives at the ports are authorized to supply special car registration plates, free driving licences and papers which save the new arrival the expense of paying an excess for a "stay" according to a term of four months. It must be mentioned, however, that the visiting motorist who purchases a car in Great Britain is liable to taxation though the amount is of no great moment if, say, a quarterly licence is taken out.

Trailer caravans have become very popular among holiday makers in the British Isles during the last few summers, but while the expense of fitting out a luxurious wheeled attachment would hardly be justified in Hongkong, owing to the limited amount of country to be covered, there would appear to be much fun in store for those who cared to go to the trouble of providing camping kits. Over in the New Territories there are many charming spots where good bathing and fishing can be obtained, and where an improvised week-end camp would be a really healthy and jolly change from every day environment.

CONCLUSIVE EVIDENCE.

Recent disclosures made by the Bureau of Standards prove conclusively that emergency brakes are not properly designed and that the next big step in deceleration is to design an emergency brake that will stand as much neglect as service brakes. Tests showed that of 90 service brakes investigated 18 were poor, while of 73 emergency brakes 49 were virtually useless. At 20 miles an hour the poorest foot brake stopped its car in 80 feet, the poorest emergency brake in 200 feet. Why this vast difference unless the brakes were originally of great variation in efficiency?

FOR THE REPULSE PAY PASSENGER SERVICE.



(Photo by Ming Yuen.)

The above Thornycroft bus arrived in Hongkong last week. Three have been ordered, and will in due course augment the present service of "White" buses running between the Hongkong and Repulse Bay Hotels.

S. A. TOURIST TROPHY RACE.

TRIUMPH SUCCESS.

The following is an extract from a letter received by the local agents for "Triumph" motor cycles, Messrs. Alex. Ross & Co. "You will, no doubt, be pleased to hear of the splendid Triumph success in the 1925 South African Tourist Trophy Race, which took place on the 2nd inst., over a 200 mile course, consisting of 10 laps of a 20 mile circuit, at Port Elizabeth.

Mr. C. H. Young of Durban, the well-known South African rider, added to his many outstanding successes by finishing first in the 600 c.c. Class, completing the entire course in 202 minutes, 40 seconds, thus making the fastest time in all classes, (350 c.c., 600 c.c., and unlimited). Of the eleven entrants who faced the start (three Indians, three A. J. S., two Nortons, and one each Sunbeam, B. S. A., and Triumph), only five finished, while Mr. Young was the only rider who did not experience any mechanical trouble throughout the race. His lap times, which were most consistent, were 20 minutes 34 seconds, 20 16, 20 11, 20 46, 19 45, 19 47, 19 47, 20 27, 20 9 and 20 58.

Mr. C. H. Young will be remembered as the rider who was nominated to represent South Africa in the 1924 Senior "T. T. Race, a difficult being a complete stranger to the tortuous Irish roads. He was, however, put up a splendid performance on his 499 O.H.V. Triumph, finishing fourth at an average speed of 58.89 m.p.h."

CRANKING RISKY.

MANY ACCIDENTS ATTRIBUTED THIS PRACTICE.

The electric starter has been with us for a score of years, but figures show that cranking has caused more accidents in the last year than any other cause connected with motoring.

The figures are presented by one of the largest insurance companies in the United States. This firm reports that it adjusts 3712 claims for accidents due to cranking out of a total of 13,930—more than one-fourth.

Four of the 214 death claims the company had in connection with motoring, also were due to cranking.

Most deaths, however, occurred when the occupants of the cars were thrown from their cars

EIGHT CYLINDER PAIGE.

NO TRUTH IN RUMOUR.

Answering a widespread rumour that the Paige-Detroit Motor Car Company will bring out an eight-cylinder automobile of the same name, Harry M. Jewett, its president today announced an early showing of a new six-cylinder powered Paige.

Mr. Jewett stated that the eight-cylinder rumour undoubtedly started because his company like many other manufacturers had experimented extensively with this type of power plant. Examination of all current eight-cylinder types as those developed by Paige engineers failed to convince the company heads, however, of the superiority of eight-cylinder construction.

"We will announce shortly a new six-cylinder Paige," Mr. Jewett's statement read, in accordance with our policy of offering the public what is to our minds the best type of motor car construction.

"This company has yet to see a better type of construction than the six-cylinder L-head gasoline motor as a power plant for passenger vehicles. The public may rest assured that when a better motor than the six is demonstrated to officials of the Paige-Detroit Motor Car Company it will be adopted as the power plant in the products of this company."

"We have run many competitive tests under all possible conditions between our big Paige six, the eight we have designed, and the principal eight offered by other manufacturers. Only the most expensive eight will equal the Paige in performance. We do not believe that any can approach it in simplicity, in economy of operation, and upkeep, and in freedom from necessity for adjustments and repairs."

LITTLE COST, BIG TAX.

The most profitable tax, apparently, is the gasoline tax, for the cost of its collection is comparatively slight. According to James W. Martin of Emory University, Georgia, who made a survey of this tax, the expense of collecting the tax averages between .26 and .74 of 1 per cent.

or the cars were overturned. Out of 24 fatalities, 9 were the result of such accidents.

Collisions took 86 of the 214 fatal ties in the last ten years, while all other causes averaged much lower.

AUST-RAIL-I-AR!

POETRY IN THE MOTOR TRADE.

SPASM 1.

I have sailed the seven seas over
And explored the vasty deep;
In '93 I came to see
The land of countless sheep.
Since then I have been a wanderer,
And have travelled near and far,
But I've never seen a country like

Aust-Rail-I-AR!

SHOCK 2.

I have driven all through England
And as far as John O'Groats
And nearly through to Timbuctoo,
And Malta, with its goats.
I have viewed the noble Rockies
From the observation car,
But I've never seen a country like

Aust-Rail-I-AR!

INFLECTION 3.

I have been amongst the islands
Of the sultry Southern Seas;
The people they will never wear
So much as a chemise.
I have been amongst the icebergs
Where the polar bearlets are
But I've never seen a country like

Aust-Rail-I-AR!

DISRUPTION 4.

I have dalled in the Balkans
And amongst the Northern crags;
I've heard the boasts of many coasts
And listened to their brags,
But I see no cause for quarrel when
Old Harrison says "Ah!"
There Ain't no Blanking Country like

Aust-Rail-I-AR!

DISASTER 5.

Now, I really am a "drummer"
In the automobile line,
And making verse is rather worse
Than any job of mine,
But I hope to get the Editor
To spare a tiny "par,"
To spread the fame of Cubitt in

Aust-Rail-I-AR!

FINAL DISINTEGRATION 6.

Some people talk of troubles
With a single job to do;
But my complaints, by all the saints,
Are multiplied by two!
I represent the Cubitt and amazing A. C. car,
And I've got to get them Boosted in

Aust-Rail-I-AR!

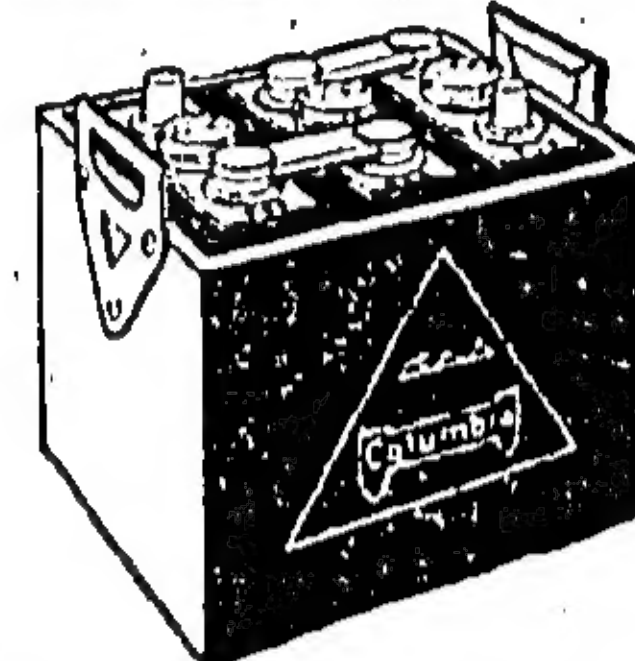
(HUBERT ROBERTSON IN THE AUSTRALIAN MOTORIST.)

TWO VIEWS ADVANCED.

One type of motorist is quite certain that America has just about as many cars as it can stand, basing his conclusions on conditions as he observes them. "Look at traffic!" he says. "There's hardly a place to park one's car and the streets are so congested."

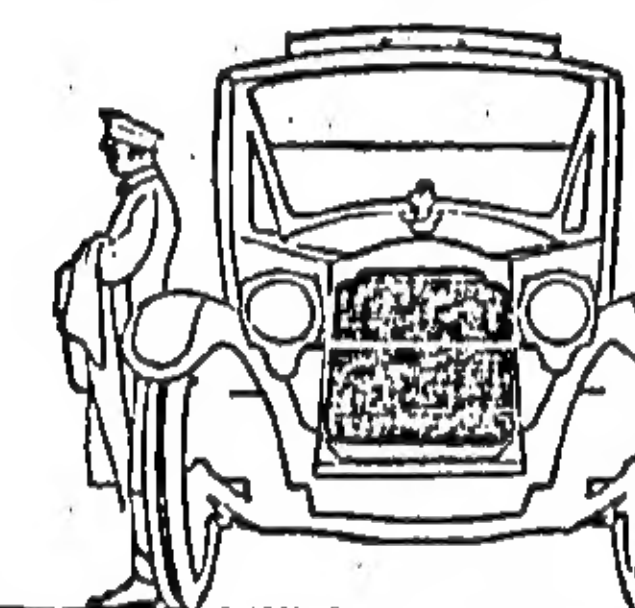
"Yes," replied another type of motorist, "but have you been out driving in the country lately? Would you believe it, there are some places where cars are still a rarity. But not talk about a saturation point until the country roads look like the city street."

Columbia Storage Battery

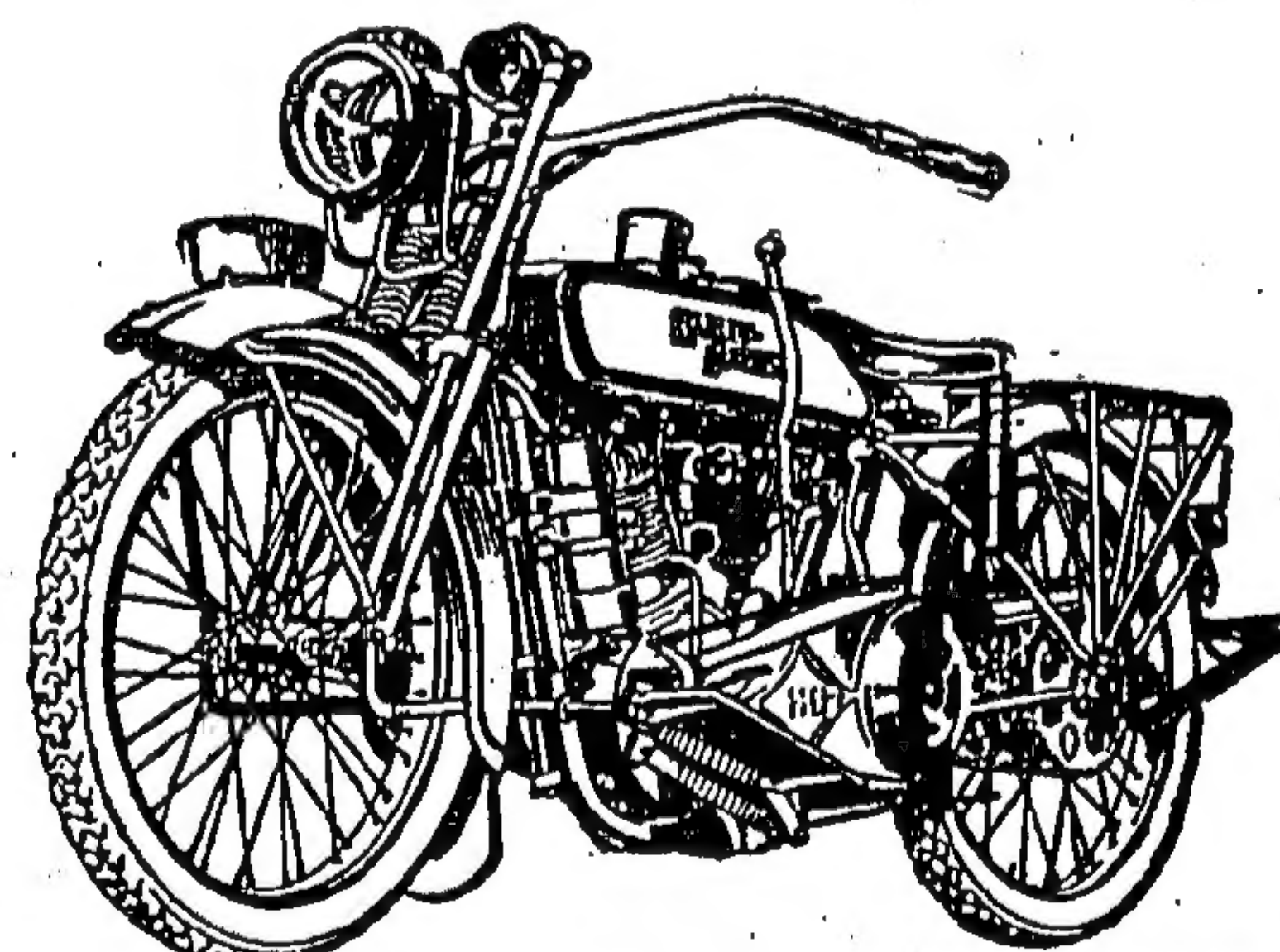


OUR stock of COLUMBIA Storage Batteries is complete in every respect. We have a COLUMBIA Battery of the proper size for every make of automobile. Our service facilities are unequalled. Drive around and let us inspect your battery. We will add distilled water and do everything possible to keep it in the best of condition for you.

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CAR COMPANY, LTD.



Harley Davidson



1924 MODELS IN STOCK FOR
IMMEDIATE DELIVERY.

SHEWAN TOMES & CO.

Sole Agents. Tel. C. 781.

CYCLISTS DASH INTO TREE TRUNKS.

THRILLING EXPERIENCES OF 363 COMPETITORS.

Remarkable experiences attended the tenth annual trial of the Motor Cycling Club from London to Exeter and back, which was contested by 363 competitors and finished at Exeter.

A gale blow during the greater part of the journey, and sometimes there were hail showers which blinded the cyclists, the slippery roads, too, were difficult to negotiate, and lamps were blown out by the wind.

Several riders dashed into tree trunks and were injured, and

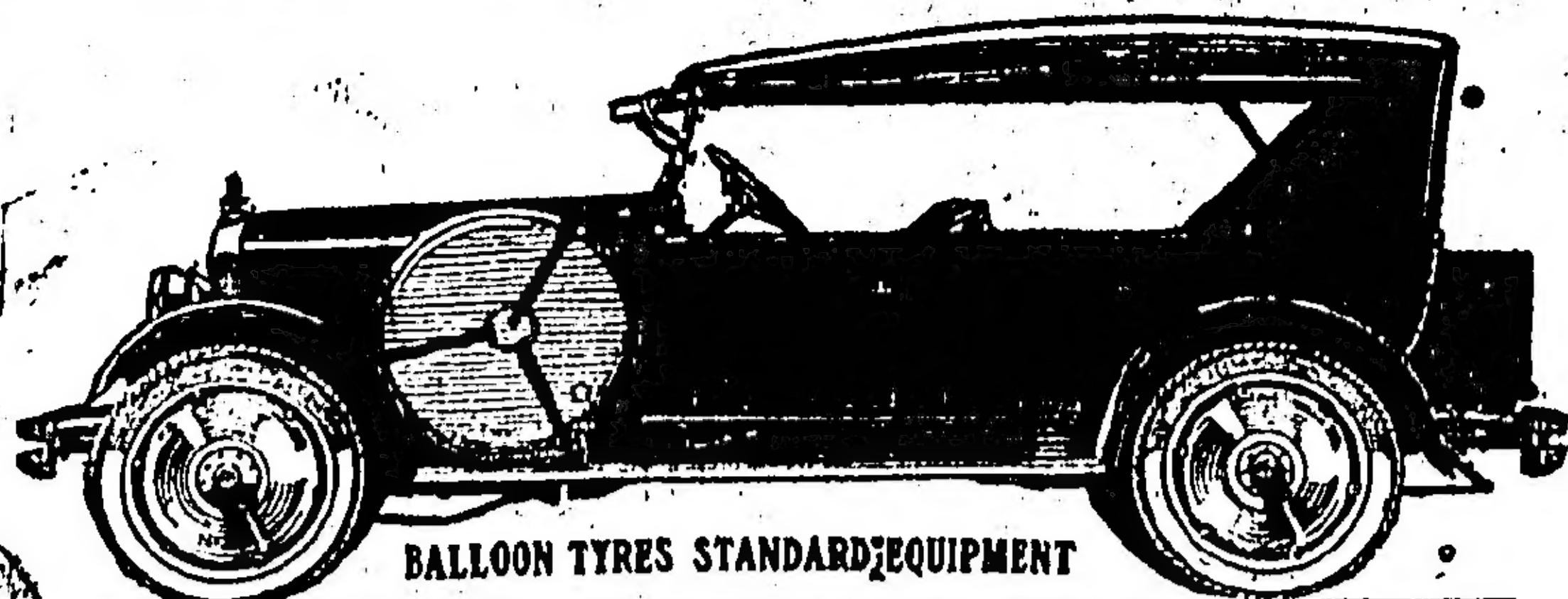
nearly all the riders were soaked to the skin.

Crashes were frequent in the 90 miles procession. Mr. T. S. Sharatt ran into a horse, and here and there derelict machines were seen lying in the hedges. No fewer than 32 of the solo motor cycle riders retired.

Several women were carried as passengers in side-cars, but they were all wet and weary on reaching Exeter.

There was an unconfirmed rumour that one of the cyclists had been blown over a wall into the sea at Sidmouth. About 85 per cent of the starters survived the terrible ordeal, the figures being: Finishers, 279; non-finishers, 84.

Mr. D. Margineau, whose car over turned, was taken with his passenger to Exeter County Hospital for treatment.



BALLOON TYRES STANDARD EQUIPMENT

JEWETT SPECIAL

A Thrifty Six Built by Paige

Gear Changing Rarely Necessary

THE Jewett Works wish to acquaint the motor car buyers with the mechanical construction of the Jewett.

The Jewett clutch is an engineering feat. Gear shifting on a Jewett is instant without pause and no clashing. The new Paige type clutch, no matter how fast you lift your foot, can neither stall the engine nor jerk the car. It engages and disengages smoothly and gently. The gear box is unusually silent and shifts as easily as the clutch. The powerful, flexible, six cylinder engine makes gear changing rarely necessary.

Easy steering is one of the most delightful features of Jewett performance. At each end of the Paige-Timken front axle are ball-bearing steering spindles that respond to the slightest touch on the wheel. The old tension and strain of a "stiff wheel" are forgotten. The frailest woman finds Jewett a pleasure to handle.

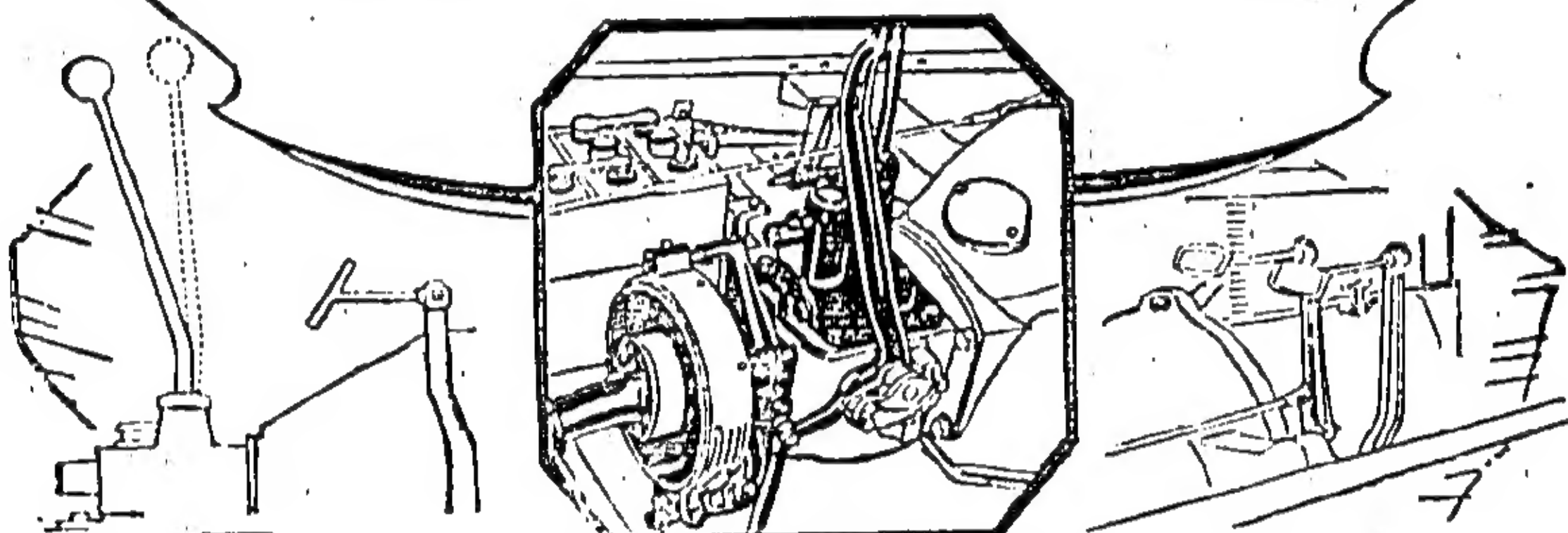
JEWETT SPECIFICATIONS:

Engine—6 cylinders, 3½ x 5½ lubricated by high pressure oiling to main and connecting rod bearings; two unit electrical starting and lighting; thermally controlled automatic spark advance; Paige-Timken silent extra heavy 6 inch "U" beam steel frame; improved type four speed transmission; dry plate clutch; special alloy steel springs, 36" in front, 54" in rear; all steel universal joints; force-feed chassis lubrication.

Special models furnished at slight extra cost with additional equipment: Special Rubia blue finish with upholstery to match; spare cord tyre, tube and protector; bumper front and rear; nickel-plated radiator and motorometer; trunk and trunk rack (except on two-seater); automatic windshield wiper and rear view mirror; rear stop signal; sun visor; parking lights on cowls. Disc steel or wire wheels optional on all models at slight extra cost.

THE DRAGON MOTOR CAR CO., LTD.
Telephone Central 1246 or 1247.

33, Wong Nei Chung Road, Happy Valley.



DODGE BROTHERS TOURING CAR

The surplus power of Dodge Brothers Touring Car is one great source of unusual satisfaction in driving.

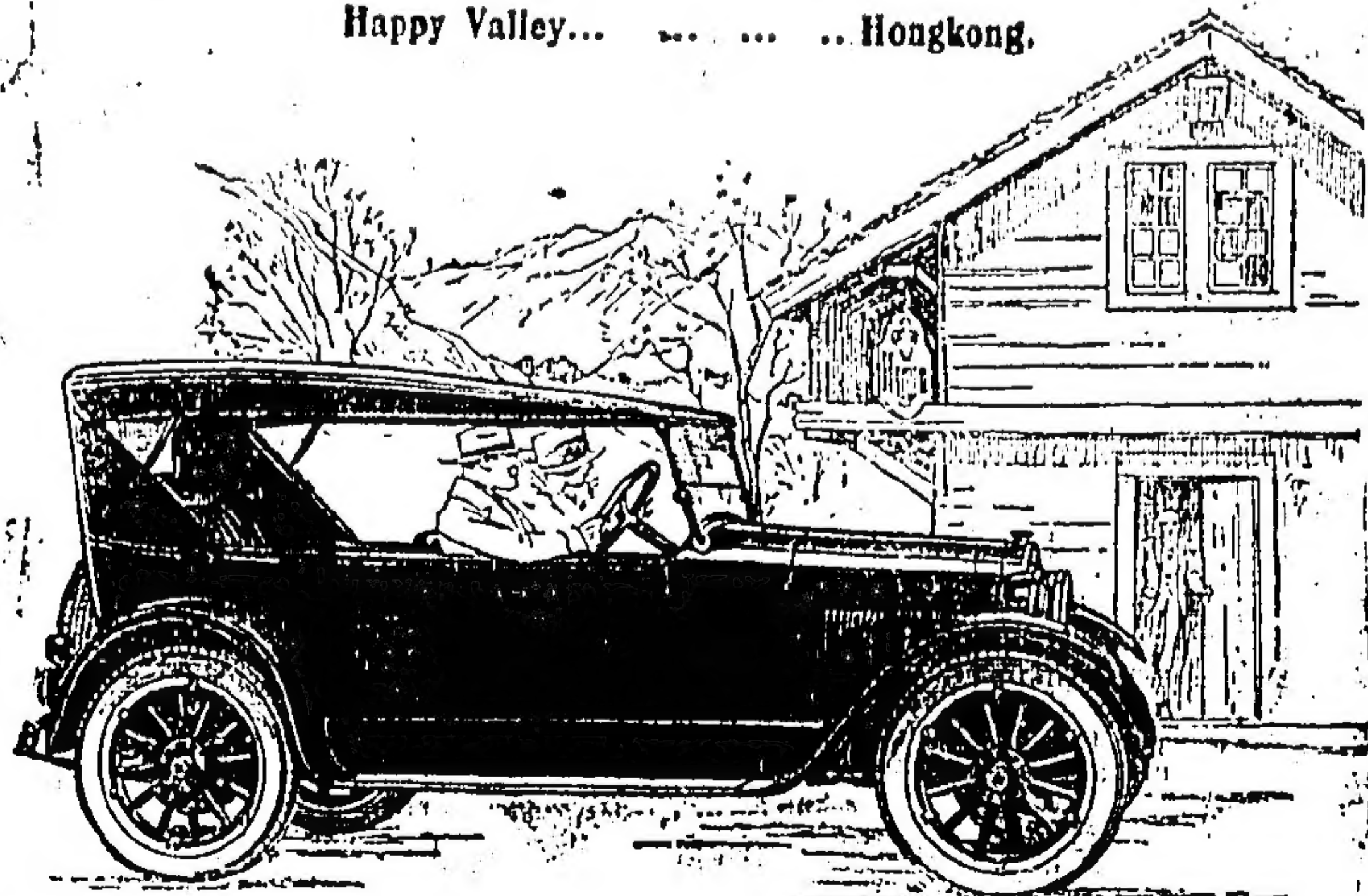
There is ample power for stubborn grades—there is no worry over the difficulties of bad roads nor the constant necessity of shifting gears.

Dodge Brothers owners travel comfortably and confidently with minimum effort.

After all, this is the true basis of economy in driving.

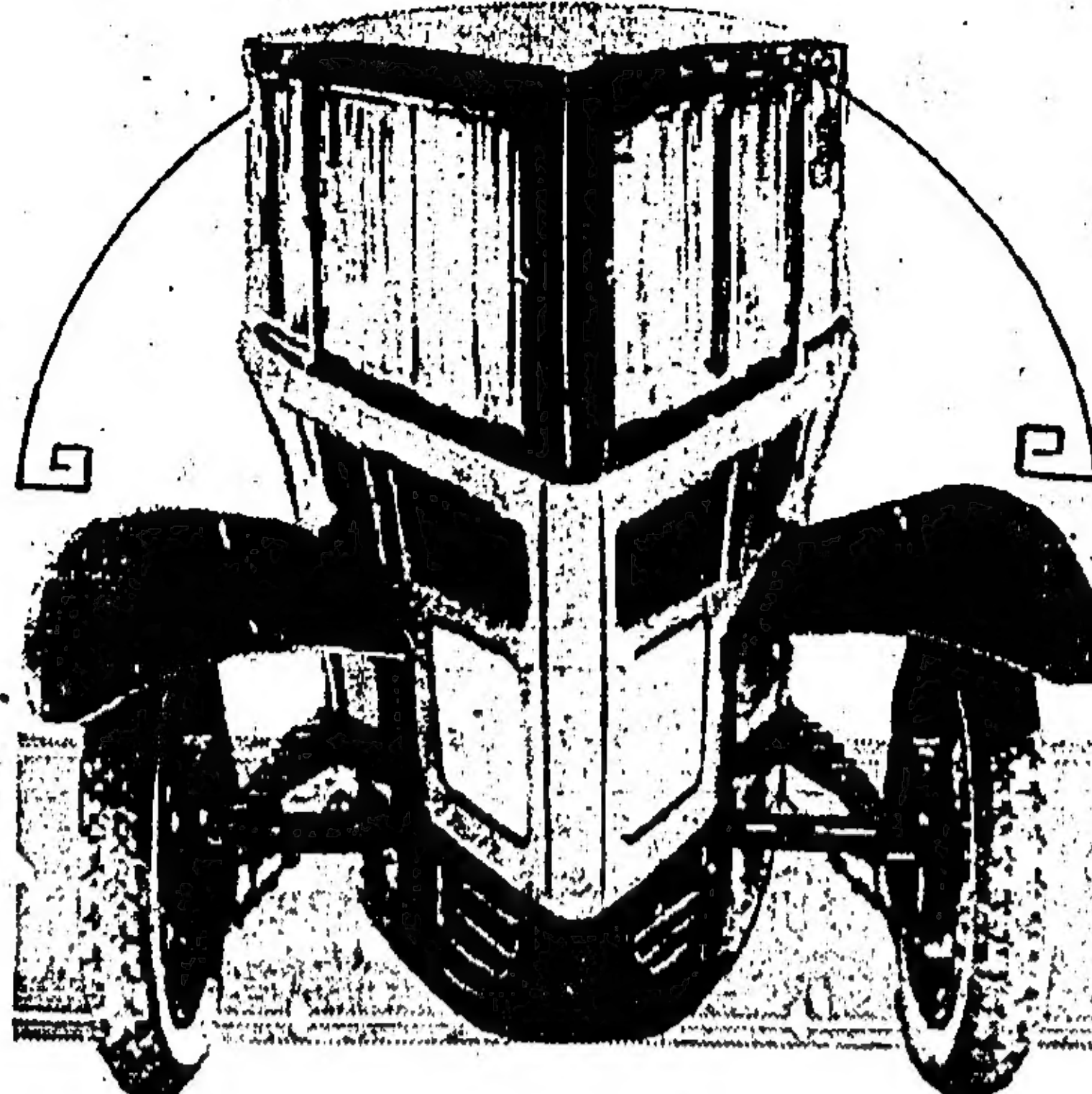
THE DRAGON MOTOR CAR CO., Ltd.

Happy Valley... .. Hongkong.



REAR LOOKS LIKE FRONT.

A Car Which Can be Converted into a Bedroom.



Germany's latest invention, a new type of Rumpier, looks as though it's going backward when it's moving forward. The rear, with its V-shaped windows, as shown here, is not much different from the front view of many European small cars. In this case, also, the motive power is in the rear. Another feature is the auto can be converted into sleeping quarters for two.

MOTOR "FASHION" FAILINGS.

DOES MODERN CAR SUFFER FROM OVER-DEVELOPMENT?

Probably it is quite incorrect for me to preach motoring heresy in this column, says Capt. E. du Normanville in the *Daily Chronicle*. But for once I feel disposed to take the risk—in semi-serious vein. Are we going backwards with our motoring development instead of forward?

We all know that we have gone forward in broad terms, but I want seriously to raise some exceptions which appear to demand improvement. Let me commence with an example from my own personal history.

Just over 18 years ago I sold my 8-10 h.p. Humber car, which had 54,200 miles to its credit. And at the time I hardly think the word "decarbonisation" had been coined. At any rate I know it not—nor did that wonderful little car.

THE CARBON PROBLEM.

Putting the matter another way, that particular car did well over 50,000 miles without being decarbonised, and it was still running merrily when sold. The car of today is hardly grumbled at if it needs decarbonising at one-tenth of the distance; and I could name you a few which are unpleasant to drive after 2,000 miles, unless they are so treated.

May we not seriously allege a retrograde development in that particular? I think we may, and I query whether "fashion" is not giving the private owner other troubles of a kindred nature.

In regard to the much more frequent need of decarbonisation, I know that huge demand prohibits the quality of petrol one had in those days. And I also know that the system of Treasury ratings has imposed high efficiency engines with their corresponding tendency to early carbonisation. But I am not for the moment concerned with cause or excuse—only facts.

A TROUBLESOME DEFECT.

And the facts are as stated. Should we not, therefore, find ways and means of overcoming this defect? Are we not all disposed to take it laying down when there must be a preventive or cure if only people were made to find it?

Every now and then some scientist is announced to have discovered a "dope" which when mixed with petrol will prevent carbonisation. Is there anything in such claims or is there not? Are the petrol companies prosecuting research in such directions?

If it is possible to overcome the trouble by any chemical addition to the petrol, then surely it is time the petrol companies began to tackle the job. Alternatively, it may be some genius will evolve a mechanical means of automatically preventing early carbonisation.

But whatever may be the ultimate solution, the defect is a

GODDESS OF MOTORING.

RESPONSIBLE FOR LACK OF CULTURE.

BREAKDOWN OF EUROPEAN CULTURE LAID TO AUTO!

"The cultured life of Europe is being sacrificed to the goddess 'Motoring'."

Sadly, Professor J. Ortega of the Spanish department at the University of Wisconsin, returns from a European visit with this impression.

The automobile, especially the cheap car, is taking the people of Europe away from their accustomed life of music, art, learning. It is taking them out into the country, it is getting them "on the go," it has instilled in them a feeling of restlessness. This is his complaint.

"No more are the French and Spanish people happy to spend their leisure moments in intellectual contemplation," Professor Ortega sighs. "They are 'crazy' for little trips, and the whole family starts out with no thought of good books or music. The means of travel is cheap and the lure of the open road is enticing."

"The truth of the matter is being seen more clearly from within by various pioneers of thought and by leading Frenchmen."

"Today, in Spain, France and also in England, we can observe a physical shifting—a change in stilling into the people the American restlessness, the desire to be on the go every minute."

"The cause? Cheap cars in great numbers, accessible to every family."

very real one, is incomparably more troublesome and expensive than it used to be—and needs elimination.

OVERWORKING THE OWNER.

Then, again, we have our front wheel brake and low-pressure tyre developments, adding respectively and materially to our safety and comfort; but each also adding materially to the work which the car owner has to do to keep them in tune.

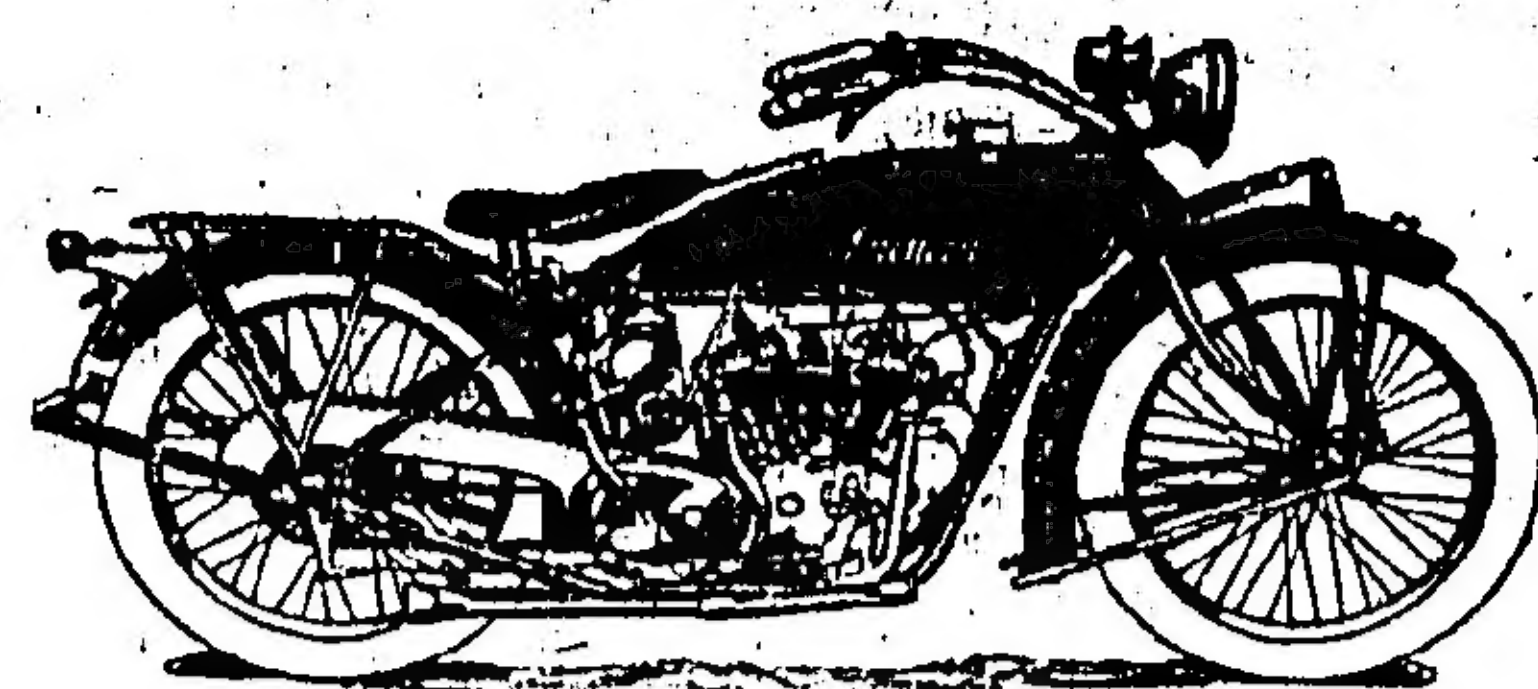
I am not arguing against such fine developments—but I do direct attention to the remarkable concurrent improvement there would be if they did not need so much adjustment attention from the driver.

And that is the basic point of my "heresy." Are not our recent and present-day developments for ever loading the car owner with more and more work when the prime desideratum should be the precise opposite?

Even the overhead valve cannot claim immunity from such a charge. It is the same story—Efficiency and, or, Fashion.

Are we overdoing it? Ought prime consideration to be the reducing of the work necessary for the owner-driver? In it not time manufacturers began to make that a leading plank in their platform?

IT TAKES AN INDIAN TO BEAT AN INDIAN.



The Improved **SCOUT**. Detachable Cylinder Head Recordo type. 20% more Power which is greater speed, and various other improvements.

Stock carried.

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CORDS.

Dunlop grows its own raw rubber on its own estates in Malaya; weaves its own cotton fabric in magnificent Mills in Lancashire; and makes its own moulds.

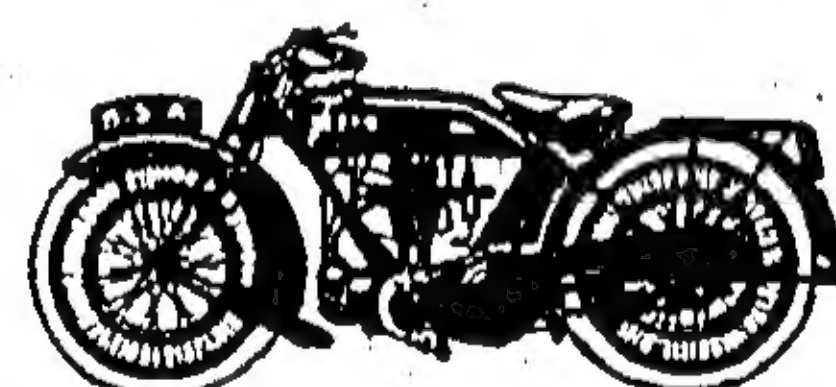
This control of material and quality has a great deal to do with Dunlop supremacy.

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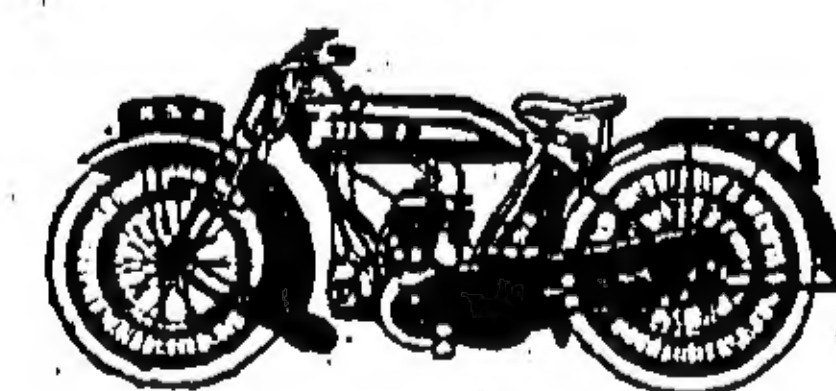
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B. S. A. MOTOR CYCLES



Famous For Reliability
and Economy



Full Particulars from the
Sole Agents.

THE SINCERE CO.

Stolen cars throughout the United States number more than 100,000 annually. This is more than the total number owned cars in Germany, Austria, Bulgaria and Turkey.

In the United States every year cars to the value of \$2,000,000,000 are junked.

New York police recently sold confiscated automobiles at as low as 10 cents each.

The automobile industry gives employment to 2,750,000 workers.

In Cincinnati 97 per cent of the milk supply is brought to the city in motor trucks.

Physicians in the country own 144,000 cars.

The average price of new cars sold is \$11.

Motor busses are transporting 289,000 school children to school every school day.

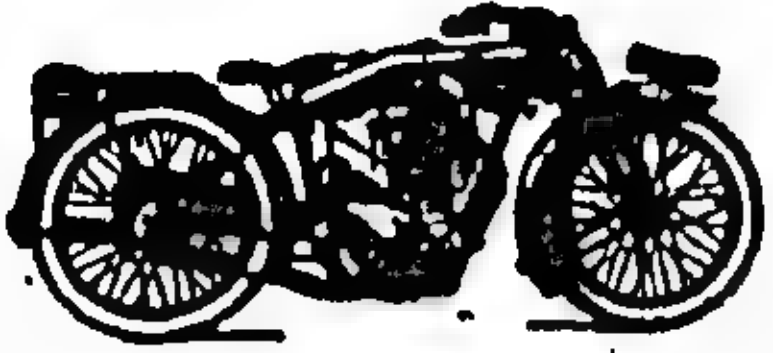
Motor busses are used by 134 street railways.

In the United States 15,000,000 motor vehicles are registered.

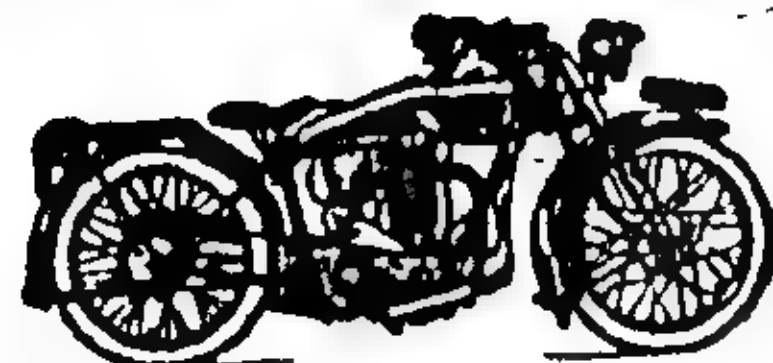
MATCHLESS

IN NAME AND REPUTATION.

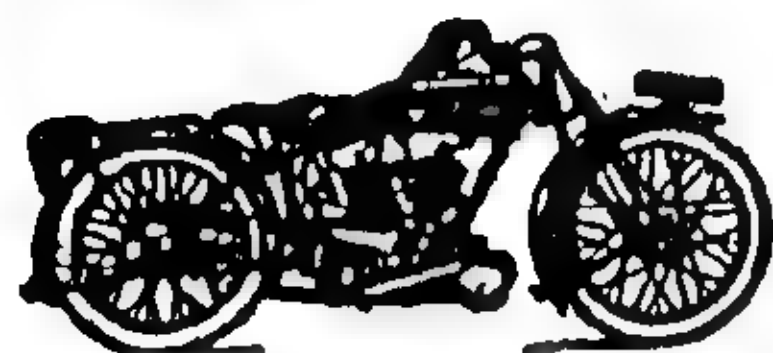
THE MATCHLESS MOTOR CYCLE REPRESENTS THE LATEST AND BEST IN BRITISH MOTOR ENGINEERING.



3 h.p. high efficiency side valve engine.



5 h.p. Low Compression o.h.v. single cylinder engine.

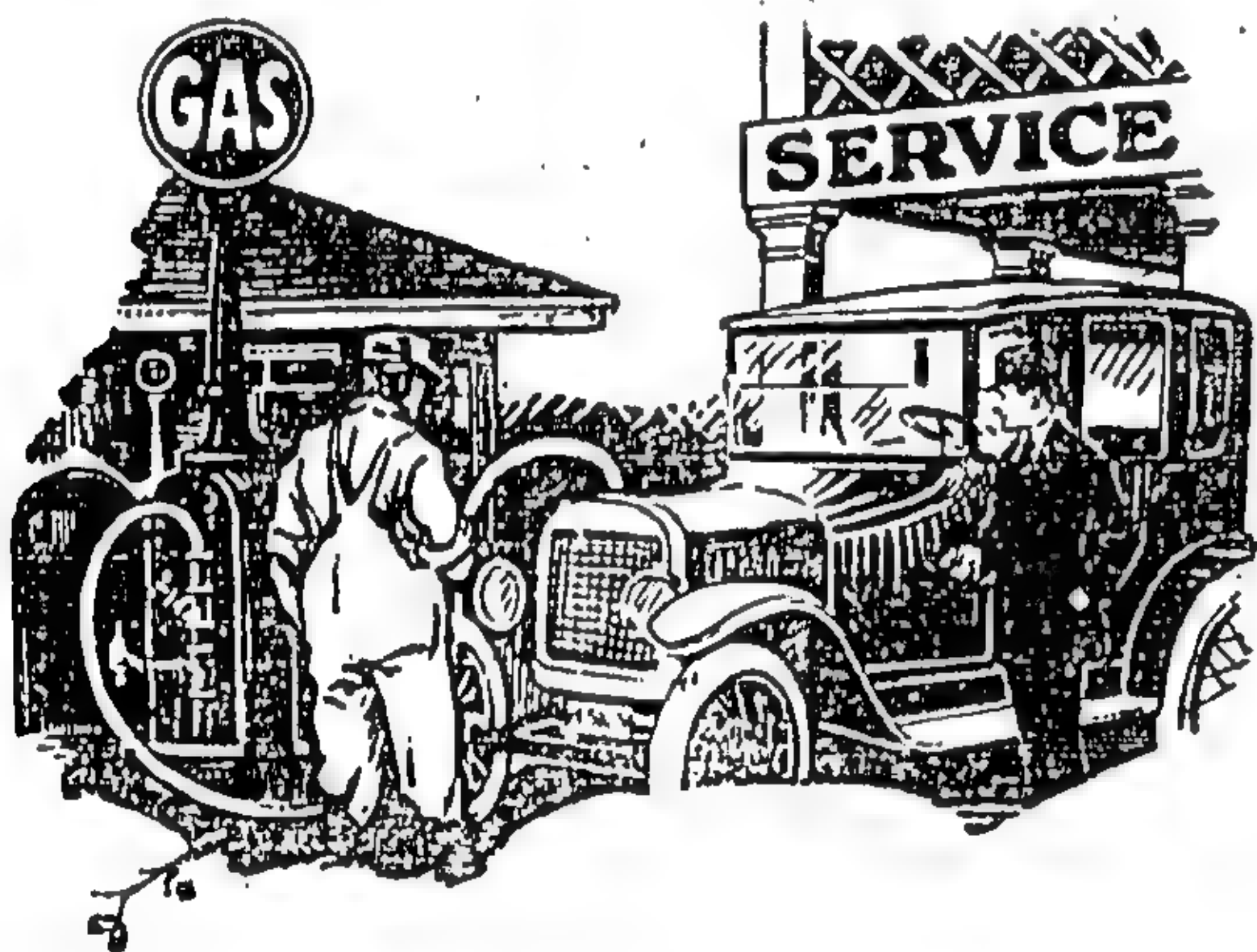


8 h.p. J. A. P. latest type touring side valve 50° V twin touring engine.

All the above electrically equipped and complete with full kit of tools. Speedometer and Horn.

1925 MODELS NOW IN STOCK

Tel. 32 HONGKONG HOTEL GARAGE Tel. 32
THE HONGKONG & SHANGHAI HOTELS, LTD.



PAINTING—Motor Cars and Cycles.

ELECTRO-PLATING—Of Motor Car and Cycle Parts.

MACHINE SHOP—Lathe Work, Milling, Planing, Drilling, etc.

WELDING—Oxy-Acetylene Welding of Broken Motor Parts.

UPHOLSTERING—Tops, Cushions, Cushion Covers, etc., made and repaired.

ELECTRICAL—Generators, Starters, etc., adjusted, repaired, re-wound.

BATTERIES—All makes of Starting, Lighting, and Ignition Batteries repaired, and-or, recharged, New Columbia Batteries in stock.

The Dragon Motor Car Co., Ltd.

Export and Constant European Supervision.

Telephone C. 1246 or 1247.....A. J. Allison, Service Manager.

FOREIGN CARS BARRIED.
Portugal has put a ban on the importation of passenger cars weighing up to 3000 kilograms (6600 pounds). This confines that country's market practically to its own cars.

GOOD ROADS IN TEXAS.
Texas is spending nearly \$72,000,000 of which \$32,000,000 comes through federal aid, for the construction, improvement and maintenance of its roads. Upon completion of the programme the state will have 5000 miles of improved highways.

FREE PLANE RIDE.
An airplane ride free with such purchase of a used car was the inducement offered by a Columbus, O., dealer recently. An alternate for the air ride was an offer of 10 gallons of gasoline free.

UNIVERSAL SPOTLIGHT.
Spotlight manufacturers have drawn up a uniform law for adoption by all the states, which would regulate the use of spotlights by autos. The idea is to make this extra light helpful, where at present it is harmful in many cases.

OLD MOTORISTS AND NEW CARS.

CHANGED PRACTICES.

Large numbers of new cars, that were ordered at the time of the Motor Show are being delivered (says Mr. H. Massac Buis in the London Observer) and some of them are causing quite unnecessary alarm to their owners, especially the pioneers whose previous engines have been of the large, low-compression, slow-turning school of construction. Such relatively inefficient power plant are not designed to be run with notable economy, hence it is not important to work them warm; on the contrary, the dread of the owners of most of these old style vehicles is that anything in the nature of stiff hill-climbing may boil the cooling water.

By contrast the really efficient 1925 type of car with a proportionately small, high-speed engine, of great power of acceleration, and capable of developing much power for relatively economical fuel consumption can function best only if run at a very much higher temperature than the "flabby" type engine. "I never knew an engine run so hot in my life," I have written to the company about it in case anything is the matter, though she does not actually boil yet," is the type of remark one hears often from puzzled owners of new cars who are otherwise delighted with the performance of their 1925 machines.

Evidently there is need to educate a very large section of users of old-style cars, as well as novices in general, to the fact that, far from being disadvantageous to run a modern, as distinct from an old-style, engine as near boiling-point as possible, actually it is questionable if ordinary water will be used, or usable, in standard car-engines as they will be manufactured and marketed five years hence. Already certain types of cars need doped water, or a substitute liquid for water, to ensure that the boiling-point shall be raised greatly, because a modern engine will run to great advantage, both as to performance and economy, at much hotter than the boiling temperature of undiluted water.

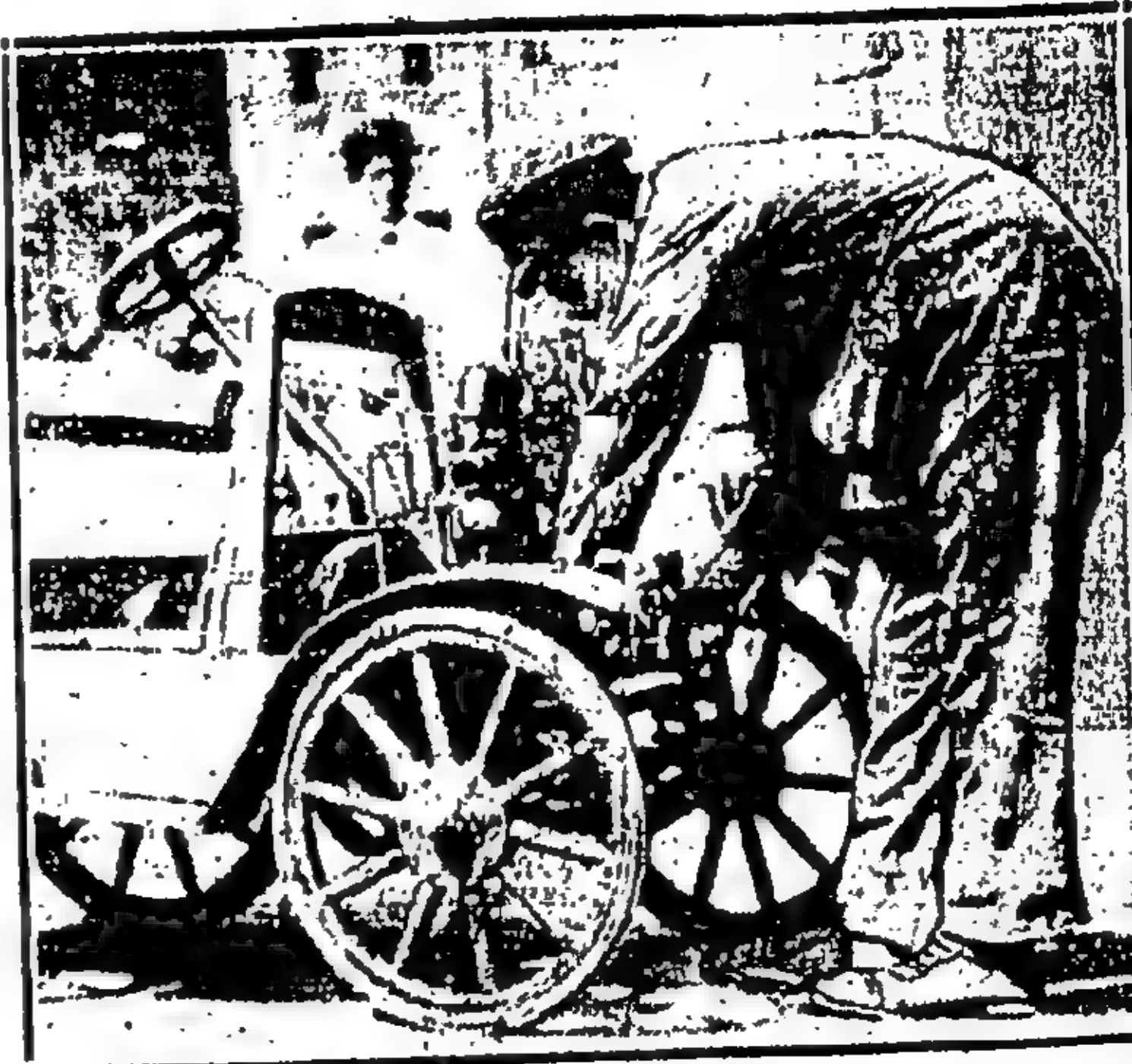
Further, the advance made in the chemistry of lubricants render it possible to lubricate an engine on quite different principles from those accepted even at the war's end. Witness the fact that to-day the idea of an efficient lubricant is not a sticky, gummy, but relatively a fluid oil, of which the merest film is needed. Suffice it that, in regard to high grade engine construction, no car-owner need fear to find his running anywhere up to the boiling temperature of water; the nearer the better it will function. Of course, you must not let your cooling liquid boil, or you will lose it by evaporation.

A THUMBNAILED SKETCH OF A CAR'S CONDUCT ON THE ROAD.

Four horsepower for every hundred weight of a 23 cwt. chassis of £24 yearly tax rating supplemen by lightweight, durable coachwork of full scale accommodation, give one a quality of acceleration associated hitherto with racing car practices only, and an ease of performance which results in the rider being unaware of any variation of gradient, save from the posture of his body or by his eye telling him that the surrounding ground is falling away beneath him when he ascends a hill on the direct drive. Such is but one of many impressions made by the 1925 version of the 30/98 h.p. 4224 c.c., 4 cylinder overhead valve engine Vauxhall car with Lanchester gear for damping the secondary inertia forces in the crankcase of an engine that develops 112 brake horsepower at 3,000 crankshaft turns a minute, the power curve rising to 3,650 c.r.p.m.

At a stage when there is rightly, a great demand for refinement, it would appear almost overdoing to attempt to produce such power from four cylinders. Yet under owner driver conditions I was happy to find myself convinced that no more refined 4 cylinder engine has been standardised; nor one of greater flexibility. In the early days of the movement the idea obtained—and there was solid ground for it—that he who undertook to handle 100 or more horsepower required to keep his wits very much on the alert, must be willing to employ considerable muscular effort, and must be prepared to undergo something in the nature of hardship: in any

A HAND-MADE AUTOMOBILE.



Hagop Adakian has the ambitions Henry Ford had 25 years ago. He's a 14-year-old refugee orphan in the Near East Relief industrial school at Alexandropol, Armenia. But he has built this one-inger all himself. Not only that, but practically all the parts are hand-made. It actually runs, too.

MOTOR CYCLE TESTING.

ROAD TRIALS OF B.S.A. MOTOR CYCLES.

It is well known to the majority of people that all motor cycles are sent out for a road test before sold to the public, but in England, owing to the increasing number of motor vehicles on the road, it is daily becoming a more serious problem for the manufacturers to find suitable roads, in close proximity to their works, on which to test their machines, particularly if their output is large.

The Birmingham Small Arms Co., Ltd. have overcome this difficulty by laying out a testing ground on the private ground adjoining the works. This ground includes a concrete-surfaced hill having a gradient of about 1 in 4. There is a large stretch of level "Colonial" going, and at one point, a sharp gradient of about 1 in 4 is encountered. The testers are required to cover about 20 miles on each machine.

The advantages of the private testing track are obvious. In the first place, it enables the machines to be much more thoroughly tested over the "Colonial" ground than would be the case if they were tested on the road. It is also possible to keep much closer watch on the performance of individual machines, while the close proximity of the works makes it very much easier for the necessary adjustment to be carried out.

The thoroughness with which the B.S.A. Motor Cycles are tested is but an indication of the careful attention given to every process of manufacture. These are the means by which B.S.A. products have obtained such world-wide reputation for reliability and excellent workmanship.

case, to bid farewell to refinement for the time being. By contrast, this moderately priced chassis is of refinement all compact. To drive it one cannot tell whether the engine has six, eight, or twelve cylinders; the only thing one would be slow to believe from its performance is that it has four only.

Light cars, both big and small, should possess not merely the advantage of proportionately great horse-power that the gains of light but durable construction may be placed at the disposal of the buyer in a form that provides features of riding unobtainable by any other means; safety demands, besides, that the proportion of engine power to vehicle weight should be equalled in determining the amount of braking effort available in relation to vehicle speed.

This has been the first of the Vauxhall cars to be standardised with a distinctive front wheel braking system. Foot control does not apply brakes to all four wheels in synchronism. Instead the front wheel brakes are coupled up with the transmission brake, the rear wheel brakes being absolutely independent and hand-controlled. The functioning of both sets is excellent: the car is easier to control than a pedal bicycle.

STUDEBAKER PRICES.

REDUCTIONS IN ENGLAND.

Reduced manufacturing costs and recent improvements in the sterling rate of exchange enable Studebaker cars to be sold in this country now at substantially reduced prices which, notwithstanding, include in all cases the distinctive Studebaker hydraulic four-wheel braking scheme, says a London writer. The standard touring "Six" is reduced from £440 to £395; the coachbuilt five seat four door saloon on the same chassis £30 from £550 to £520; the "Special-Six" touring saloon from £545 to £495; the five seat four door coachbuilt saloon on the "Special-Six" chassis from £695 to £640; the "Big-Six" touring saloon from £645 to £575, and the "Big-Six" seven seat four door coachbuilt saloon from £850 to £850 to £765. The purchaser of a new model Studebaker car who has taken delivery already will be refunded the difference between the old price and the new on making application through the dealer from whom the car was purchased. Any cars on order and not delivered yet will be invoiced at the new prices.

Impossible for a motorist to tell how much oil or gas he has in tanks unless car is on the level.

A sagging top ruins the appearance of the finest car.

Motorists should carry a small case of first aid materials.

The principal cause of all automobile fires is backfiring.

Analysis of records of auto accidents shows that Wednesday is the safest day and Sunday the most dangerous.

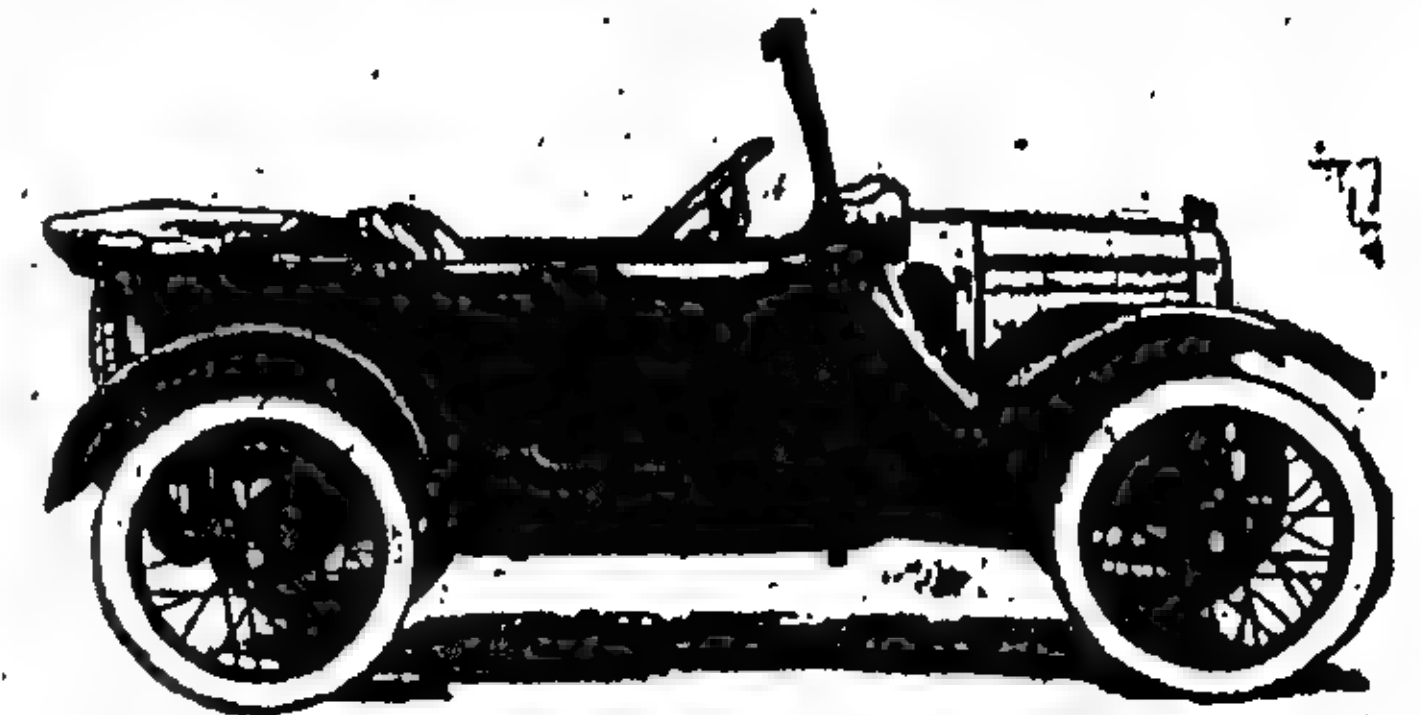
SEEN IN THE NIGHT.



New Orleans has decided on a different method to save its traffic police from being run down in the darkness. It's a traffic belt, coated with phosphorus, so that it shines like a glow-worm in the night. Traffic Officer Edward C. Schroeder is shown wearing one of them.

AUSTIN SEVEN.

THE CAR FOR THE LADIES.



Fully equipped, ready for the road £185.

Ask us all about this wonderful car.

We are pleased to be at your service.

Alex. Ross & Co. (China) Ltd.

Bank of China Building, Hongkong.

SHELL
for reliability and reserve power

EVEN with a faultless ignition, the modern high-compression engine pinks—on acceleration—when driven by an inferior spirit.

Shell Motor Spirit
owing to its high percentage of aromatic hydrocarbons, eliminates that slight knocking sound termed "pinking".

THE ASIATIC PETROLEUM CO. (SOUTH CHINA) LTD.

MICHELIN TYRES

OFFER YOU THE
MAXIMUM
SERVICE

AT THE
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Full stocks carried by

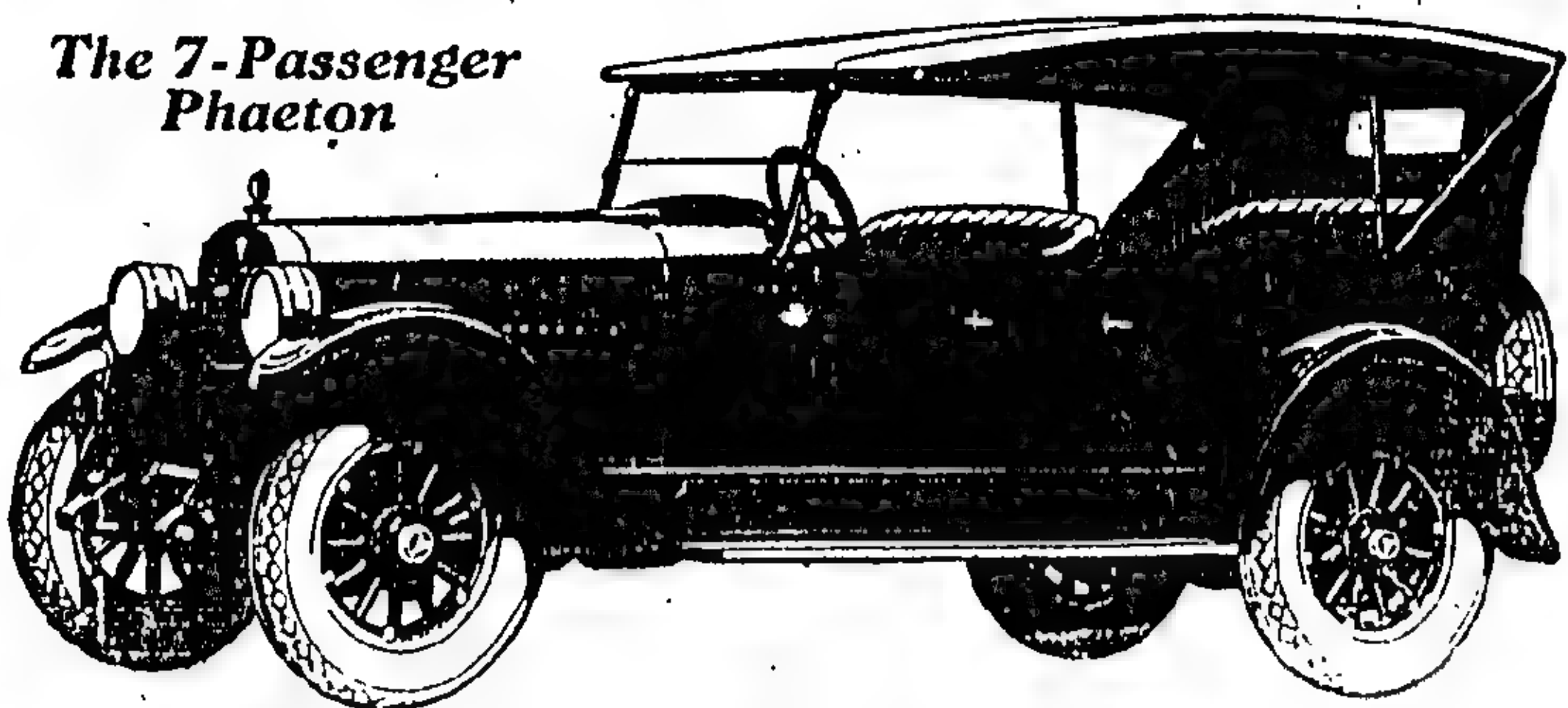
THE EUROPE-ASIA TRADING CO.
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Ask To See The Balloon Tyres.

HUDSON SUPER-SIX

For 9 Years Leader of Fine Car Sales

The 7-Passenger
Phaeton



GENUINE BALLOON TIRES

Now Enhance World's Greatest Value

For more than nine years the Hudson Super-Six has led all fine car sales. Nothing but consistent leadership of real car value could win and hold such owner confidence.

Today, with greater beauty of line, lower gravity center and smoother operation, the Hudson Super-Six also brings the luxurious riding ease and almost doubled braking efficiency of genuine balloon tires. They are standard equipment on all models. Do not confuse with "semi-balloon" types. Hudson's are full size and genuine. Important also, Hudson has not merely "added balloon tires." Both running and steering gear have been specially designed for the radical difference balloon tires bring. The result is the easiest steering and riding Hudson ever built.

And with these added refinements, Hudson's price advantage over comparable cars is more marked than ever.

Hudson's chief appeal has always been in performance. By every way open to proof it has established its supremacy. Its records are famous. In speed, acceleration, hill climbing and endurance it holds marks that are celebrated among "stock cars."

The Super-Six of today, retaining all those noted qualities, adds a greater economy of fuel, oil and maintenance, and a service policy of minimum cost, including astonishingly low parts price.

The Dragon Motor Car Co., Ltd.

Telephone Central 1246 or 1247.

88, Wong Nei Chung Road Happy Valley.

DRIVE IN

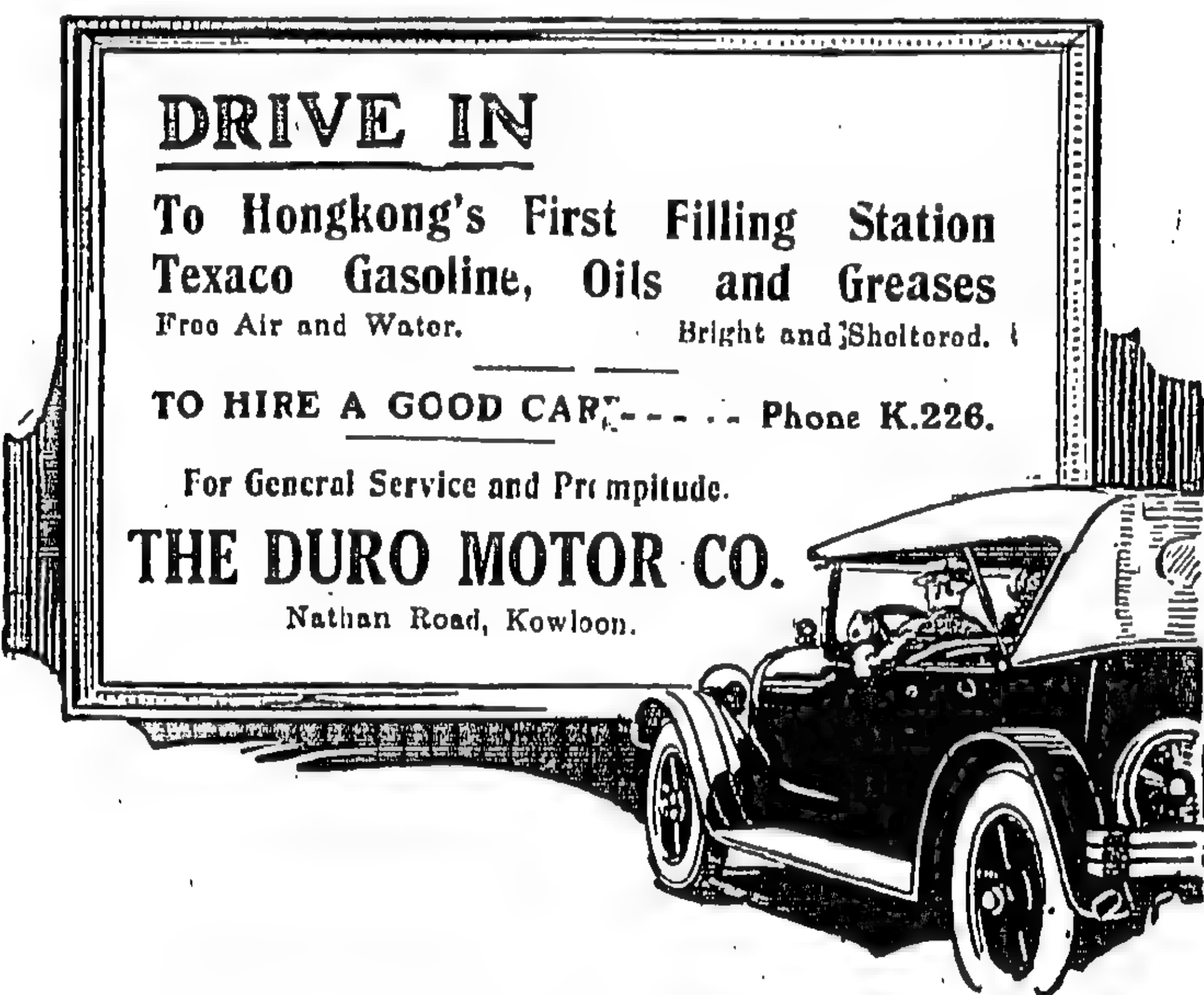
To Hongkong's First Filling Station
Texaco Gasoline, Oils and Greases
Free Air and Water. Bright and Sheltered.

TO HIRE A GOOD CAR. Phone K.226.

For General Service and Promptitude.

THE DURO MOTOR CO.

Nathan Road, Kowloon.



THE BUICK

SEALED CHASSIS

Every driving part in a Buick chassis is sealed. Dirt, mud and water are kept out and the lubricant is kept in. That's one reason why Buick cars last longest and give no trouble to the owner.

When better Automobiles are built Buick will build them

For Demonstration.

Please call or Telephone C. 1036.

HONGKONG & KOWLOON TAXICAB CO., LTD.

33 & 35 Des Vœux Road Central.

A LOCAL TRIAL SPIN.

14 H. P. ARMSTRONG-SIDDELEY TRIED-OUT ROUND THE ISLAND.

A local motorist who frequently contributes to this supplement has recently had an opportunity of testing one of the latest Armstrong Siddeley 14 h.p. 4 cyl. cars, which model is fairly well known as the younger brother of the 6 cyl. 18 and 30 h.p. types of the same make.

The specification includes a 4 cyl. o. h. v. engine of 14 h.p., R. A. C. rating. The valves which are vertical and set in line in the detachable head, are operated by push rods, the clearance being easily adjusted by a screw and lock nut in the rocker arm bearing on the end of the push rod. The carburettor is a special model "Caudel Hobson"—the lighting, starting and electric horn being by "Lucas."

The drive is taken through a dry plate clutch to a three speed and reverse gear box bolted to the front end of the torque tube enclosing the propeller shaft. Springing is by quarter ellipses enclosed in gaiters all round, and this in conjunction with the excellent leather upholstery, gave remarkably easy suspension.

The car was taken over from the agents, (The Hongkong Hotel Garage) and loaded with four adult passengers and two children. Although brand new, the starting was quite easy and the clutch took up the drive with commendable sweetness. The change up was excellent, only a very slight pause being necessary. The steering was somewhat reminiscent of the "Essex," being light, and yet positive, and with just sufficient castor action provided to return the wheel without effort after a corner.

The control of the car is so light that long drives can be undertaken without fatigue. The drive under review was taken round the Island via Aberdeen, Repulse Bay etc. On Causeway Road the extreme flexibility of the engine became apparent, several times it being necessary to come down to a mere crawl, after which the engine would accelerate with no sign of snatch from the transmission. When a change down was required, the acceleration in "second" was really hot. There was no suspicion of a flat spot in the carburettor, and this desirable feature was not obtained by enriching the mixture. There was no sign of "hunting," and a plug taken out for experimental purposes was devoid of any sign of rich mixture soot.

When descending Dairy Farm Hill, an opportunity was taken of testing the brakes. Both hand and foot a.o. internal expanding ferodo faced shoes on drums in the back wheels, and each was independently capable of pulling up the car on the steepest part. No matter how hard the brakes were applied, the wheels rarely skidded.

The hill out of Repulse Bay was taken on top, although probably owing to the stiffness of the new engine, a change down was necessary on the hill from Tai Tam Tuk. Changing down was quite easy, providing the double de-clutching method was employed, and just before the top of the hill was reached, it was possible to change up again.

At the top the car was stopped and the water temperature tested. Although some doubt existed as to the efficacy of the Siddeley system of cooling by drawing water past the engine by means of the vane flywheel, it was found that it was thoroughly efficient in this case. The filler cap could be unscrewed from the radiator, and no sign of boiling or undue heat could be detected. Probably the water pump—rather an unusual feature on a car of this size—was responsible for the cool running.

This car has obviously been designed as an owner driven vehicle, all points requiring periodical attention being easily accessible. Chassis lubrication is chiefly by grease gun, all the nipples being easy to get at, and both brake rods being simple to adjust. A very complete tool kit is supplied. About the only room for slight improvement was that the indirect gears were rather noisy. The car tried was a standard model. There is a special de luxe model which is supplied with balloon tyres, bulb horn, windscreen, wiper, luggage grid, etc. at an extra cost of £30.0.0.

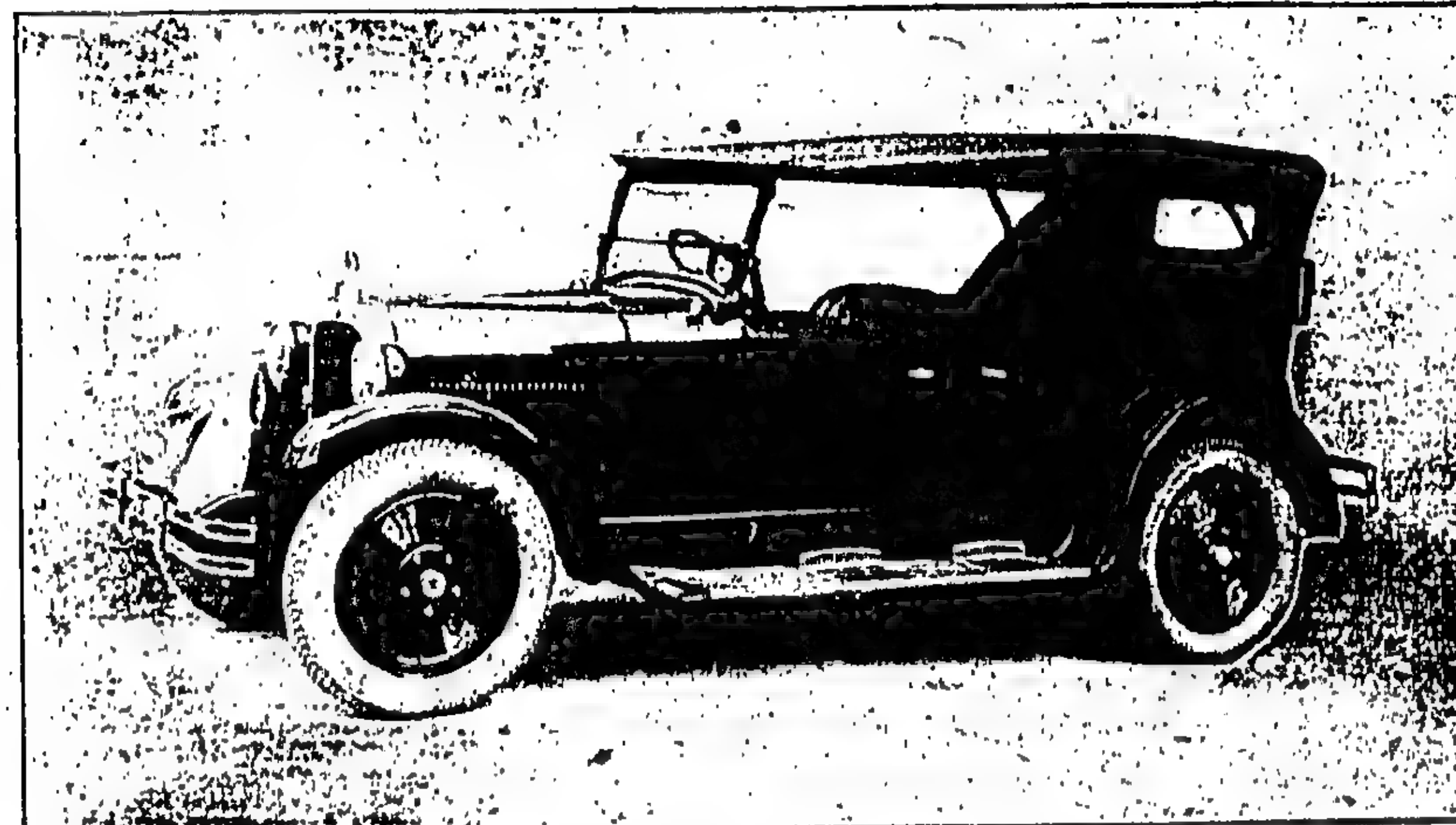
There are no CROSS WORDS.

ABOUT THE

"HONGKONG TELEGRAPH"
WORD-BUILDING COMPETITION.

A SIMPLE AND ENTERTAINING CONTEST
WITH THIS SPENDID DODGE CAR FOR THE

FIRST PRIZE



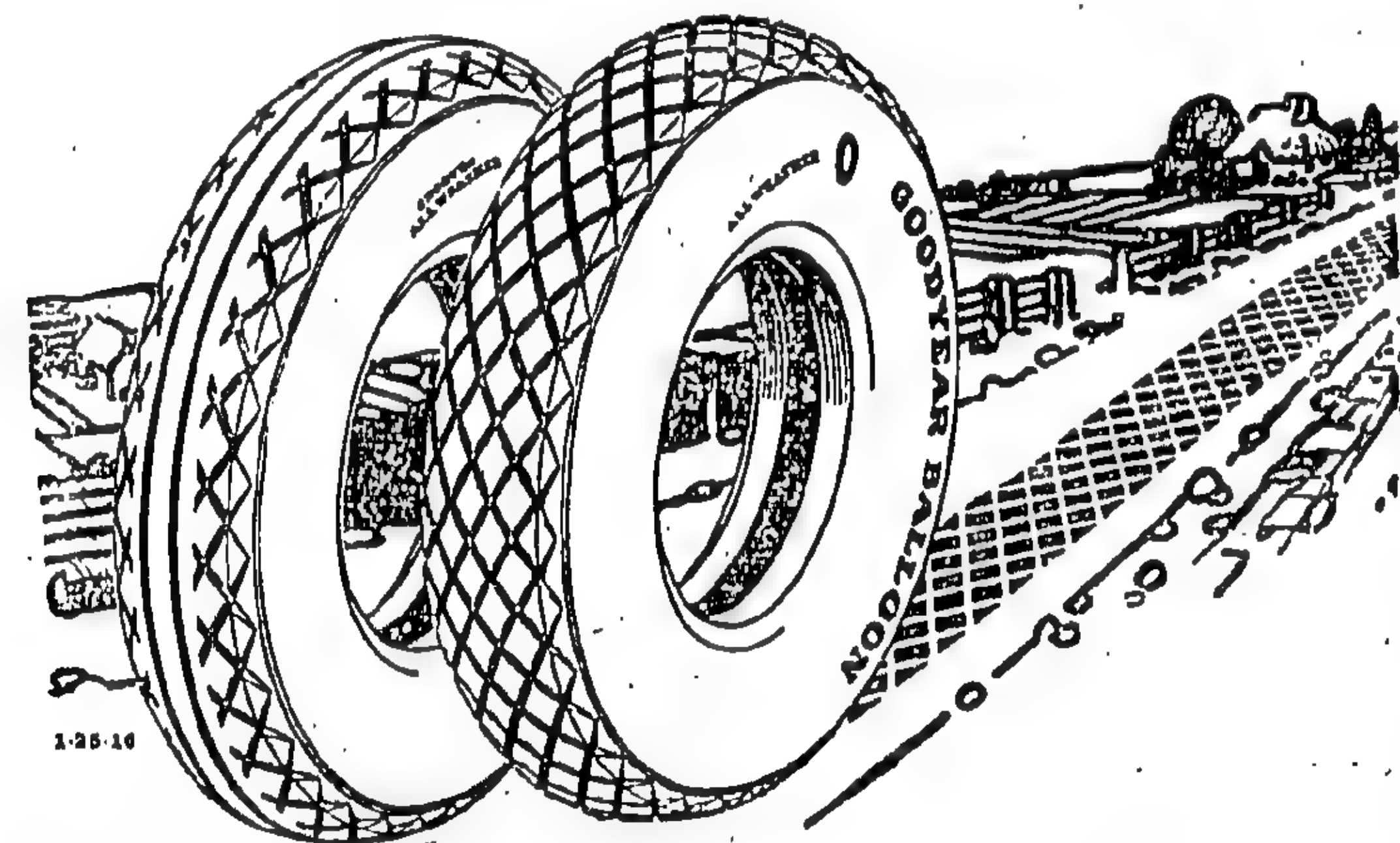
SECOND PRIZE

HANDSOME VICTROLA
CABINET GRAMAPHONE

THIRD PRIZE

STANDARD MODEL
UNDERWOOD TYPEWRITER

Both of the latter on Show at Moutries.



Enjoy Balloon Tyre Comfort Now! Economical---To

Do not be without balloon tyre comfort any longer.

Fit Goodyear Interchangeable Balloons to your car and enjoy all their advantages.

They need no change of wheels and rims if equipped with straight side or 30 x 3 1/2 beaded edge type.

Goodyear Interchangeable Balloons require considerably less air pressure than high pressure tyres.

You can have tremendously increased riding comfort—greater protection for your car—in most cases at no expense except for the tyres themselves.

On Balloon Tyres as on other types

GOODYEAR
BALLOON TYRES

MADE IN CANADA

DISTRIBUTORS

Alex. Ross & Co., (China) Ltd.

BANK OF CHINA BUILDING,
HONGKONG.

PARKING ON SLOPES.

There is always an element of danger in leaving a car on a slope—the ways of small boys are beyond all understanding. If the car is pointing up hill, turn the front wheels out, put the gear in first, and set the emergency brake as hard on as it will go. If the

radiator is looking down-hill, turn the front wheels in, put the gear into reverse, and again set the emergency brake on as hard as you can.

Then, barring the intervention of fate, or the devil disguised as a small boy, the car will be perfectly safe.

BRAKES TESTED.

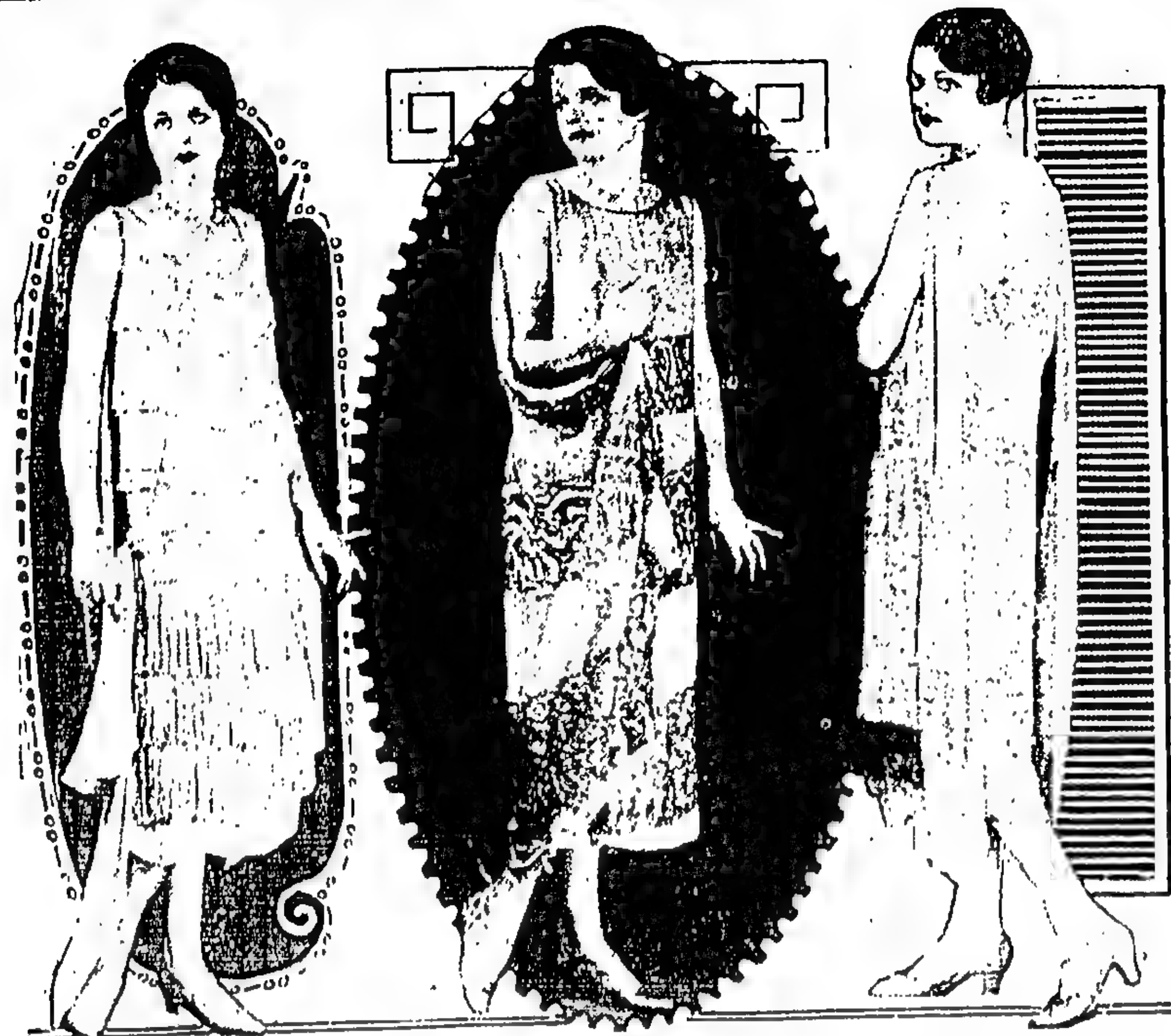
Automotive engineers of the U. S. Bureau of Standards recently tested the brakes of automobiles in Washington, D. C. to obtain data for the foundation of a national brake regulating code.



Best
For
Your
Baby

WOMEN'S INTERESTS

Nearest
to
Mother's
Milk



The prevalent straight lines are shown in the white georgette costume at the right. In the centre, the evening frock is of apple green chiffon, trimmed with tiers of metal lace. At the left is a youthful creation, trimmed with silver beads.

THE PASTEL COLOUR.

There is no doubt about the fashions for pastel tinted clothes. Wraps, sports clothes and blouses, made up in natural chamais colouring, in Pervenche blue, in flesh tints, in tender greens and mauve, are to be seen. Even hats of the same colour are made to complete the pastel tint ensemble, while Spanish shawls are to be seen in the new pastel shades, and are considered far smarter than those of vivid Eastern tones. In place of stockings of deep copper or tan shaded silk,

SPRING COAT.



This spring coat follows the prevalent mode of much fur at the hem and very little at the collar. Instead of fur about the throat there is a wide scarf of the material which crosses in front with the ends falling over the shoulder. The tucks at the back give an exceptionally good shoulder line and mark it as one of the most advanced models.

gossamer hose dyed in shades of peach colour, apricot and natural chamais will be fashionable throughout the coming Spring, while, in place of the usual black patent pumps, shoes will be seen fashioned of pale blonde coloured kid and satin.

NOVEL TIES.

Sashes of rather narrow velvet ribbon are an innovation. These are often used to unite flounced hems of satin or velvet, that finish off so many georgette or chiffon dresses, and the low tied bow placed on one side with short streamer ends.

Cascade bodice-draperies combined with godet flounced hems are beginning to be seen, introducing a circular movement that gives such a dainty feminine charm to the new models.

Handkerchief draperies are coming back to vogue. Some of the newest afternoon and evening toilettes show pretty short skirts arranged in handkerchief points composed of fine chiffon or georgette, that either introduce a mixture of three colours, or else are dyed in the new shaded hues of rose, cyclamen or blue.

Shaded tulle of fragile texture is creeping in for evening wear, frocks of this material being mounted over underslips of plain coloured Jap silk that cling closer to the figure than those of gold and silver tissue.

SPRING COATS AND COSTUMES.

The new spring coats and costumes have arrived earlier than usual this season, and are introducing some delightfully novel ideas.

Satin used as a lining and as a trimming for wide revers and collars is universally employed on coats of kasha or fine gabardine. Bands cut in sharp scalloped effects made of wide and narrow width satin adorn the skirts and the sleeves of some of the smartest new model wraps.

Black wool stitching used with long straight button-trimmed panels are a feature on many coats.

Straight satin trimmed kasha frocks are worn under long loose coats, the latter often devoid of fastenings, so that the clear line of the wide revers thrown back from the neck to the hem is not spoiled.

The severely tailored coat and skirt toilette seems to be coming back to fashion. Delightful tailored suits made of duvetyn and cut on double-breasted lines with neat braid-bound revers and collar will be worn.

BEAUTY IN THE EVENING.

Even the woman who objects to the use of cosmetics in the day-time often realises that a hint of rouge or a dusting of powder would make all the difference to her appearance under artificial light. But if she is not in the habit of using these "aids to beauty," she is at a loss to know what to get and how to apply them, and should she make a mistake in her choice of shades and apply the preparations badly, the result will be disastrous.

For the woman who has no experience in the art of "touching up" her complexion it is safe to choose her cosmetics by the colour of her eyes.

FOR BLUE EYES.

If her eyes are blue or a very light grey she can use with success a pale creamy powder for her face and a pure white one for her neck and arms. The best shade of rouge to employ is one with a tinge of orange in it, as this always gives the appearance of natural colouring.

The brown-eyed woman should use a deep cream powder for her face, a pale cream for her neck and shoulders, and her rouge have a brownish tint in it.

When applying a lip-stick it is always best to apply it only in the centre of the upper and lower lip, just shading the colour off with the tip of the finger. Great care must be taken not to destroy the shape of "Cupid's bow" by smearing the colour over the line. If the stick is applied the full length of the lips, it makes the mouth look hard and large, while if placed in the centre only, the shape of the lips is much improved.

"GETTING EVEN."

Most of us are more keen on getting even with those who have affronted us or played us false than we are on turning the other cheek.

Indeed we are apt to spend the first hours of our wrath in thinking out the most horrid things we can say, the plainest possible revenge at our behaviour can inflict. We are bent on proving to the offender up to the hilt that we have no use for, and no fear of him, or her.

WISE RESTRAINT.

But wise people even in their anger sometimes see a little farther than this. It isn't that they could not think of brilliantly scathing things to say; it isn't that they are not well aware of what sort of behaviour would prove most annoying of all to the enemy at the moment.

They know that in the long run reticence, dignity, and the treating of the offence as if it were too small and dingy an action to waste any violent indignation upon, will be their most effective revenge.

They refrain from the obvious behaviour just because it is so obvious. The plainest, most immediate way of illustrating their sense of what is right and

IFASHIONS IN JEWELLERY.

Old Italian cameo rings carved out of angel-blood coral, mounted in settings of pierced gold or platinum, are fashionable. Ropes of solid gold beads, the size of large pearls, are other jewels that are selling well in Paris. There is every prospect of their vogue enjoying as wide a range as the choker pearl necklace, which has given such an impetus to the wearing of reproduction jewels of all kinds.

wrong is not the most telling, most penetrating, most lasting way.

A CLEAN FINISH.

And there is this to be said for perfectly polite behaviour on your part—it will leave you no loose ends to bother with in after days or years. You have cut off the whole thing, perhaps cut off a relationship that once seemed sound, but you have cut it clean. You have finished with it.

Your antagonist, on the other hand, will never have finished with it. There will always be the memory, deepening and vivifying as time goes on, that you did not "get equal" because you would not descend to equality

AN OUTSTANDING SPRING FEATURE.



The jabot that characterizes so many of the new frocks has grown to enormous size under the care of Dame Fashion and promises to be one of spring's outstanding features. The jabot on the left figure was on an ensemble costume of kasha and taffeta. The taffeta plaided, as you see. In the frame, a tie of lace trimmed Georgette made an original jabot for a fable frock. A plaided affair on a satin stripe crepe de chine frock had sleeve platings to match.

NOVEL BUTTONS AND LINKS

With the re-appearance of the sport shirt comes a demand for ornamental buttons and links. Beautiful little sets consisting of shirt buttons and links, a bar brooch and a heavy knobbed pendant made of beautifully cut crystal or carved crystal surrounded by chips of emerald,

sapphires or rubies, are now to be bought. Similar sets in jade, rimmed with rose diamonds, or in amber, or cornelian, are also being sold.

As an alternative one also finds sets of blouse buttons made up in coloured pearls with links and a choker necklace en suite. These pearl sets vary in colour from bronze to silver, pastel blue, rose pink or pale green, with hat brooches complete.



Miss Sally Rand who is considered one of the most beautiful women in the world.

LILLIPUTIAN FASHIONS.

The flare and the flounce must now appear on all up-to-date frocks—even for the tiniest tots. Ruffled crepe de Chine and taffeta frills trim the hems and make smart little shoulder epaulettes, while beautiful hand embroidered net, intersected with ruffles of lace and accordion pleatings, form delightful trimmings for flare dresses that now reveal dainty pantaloons made en suite.

SPORTS FASHIONS.

Nor are sport fashions any longer ignored in the nursery world. One finds delightful little jersey sweaters made with the fashionable high-necked collars that show bright Fair Isle designs, for girls and boys of from four and five upwards. Then there are quaint little house coats fashioned of kimono silk and made in Mandarin shapes, embroidered with cherry blossoms or sprays of almond, worked in rose, pink or blue, that are delightful for slipping over nursery frocks when excursions have to be made into draughty passages and halls.

FOR RAINY DAYS.

Wet weather clothes also demonstrate the fact that even the youngest of the nursery folks now number an oilskin raincoat amongst his or her possessions. These are carried out in bright red, blue jade or yellow. Night nursery fashions include some new blanket-robe dressing gowns, embroidered with Teddy bears in natural colouring

CIGARETTE COURTESY.

It is rare nowadays to meet a woman who does not profess to enjoy a cigarette, at least after lunch or dinner, but unfortunately the lingering prejudice in some quarters against women smoking is kept alive by those thoughtless ones who seem unable to realise that common courtesy is as essential in this as in all other matters of everyday life.

The well-bred man never fails to ask politely, "May I smoke?" in the presence of a female companion. How few girls think of referring a courteous "Do you mind?" to an older woman who does not smoke herself, as they extract one of their favourite brand from the ready cigarette case.

UNTIDY SMOKERS.

Too many women are untidy smokers. They drop and scatter ashes with equal partiality on themselves, their friends and everything around them. The careless habit of using the plate or cup and saucer before one after a meal is also a pity. It gives such a befouled appearance to one's place. Restaurants always supply ash-trays on request, and in a drawing-room there are sure to be several placed about.

Care in depositing a lighted cigarette where it can cause no harm is another point of courtesy, too often overlooked when dancing at a friend's house. The common plaint among hostesses has been of ruin to paint and polish caused by guests who lay their cigarettes just anywhere as the dance music strikes up.

It is the worst of bad form to smoke in a ballroom or while dancing, and the girl who casually throws her cigarette on to the floor and places her foot on it, as have actually been seen done on parquet flooring, certainly deserves never to be asked to the house again.

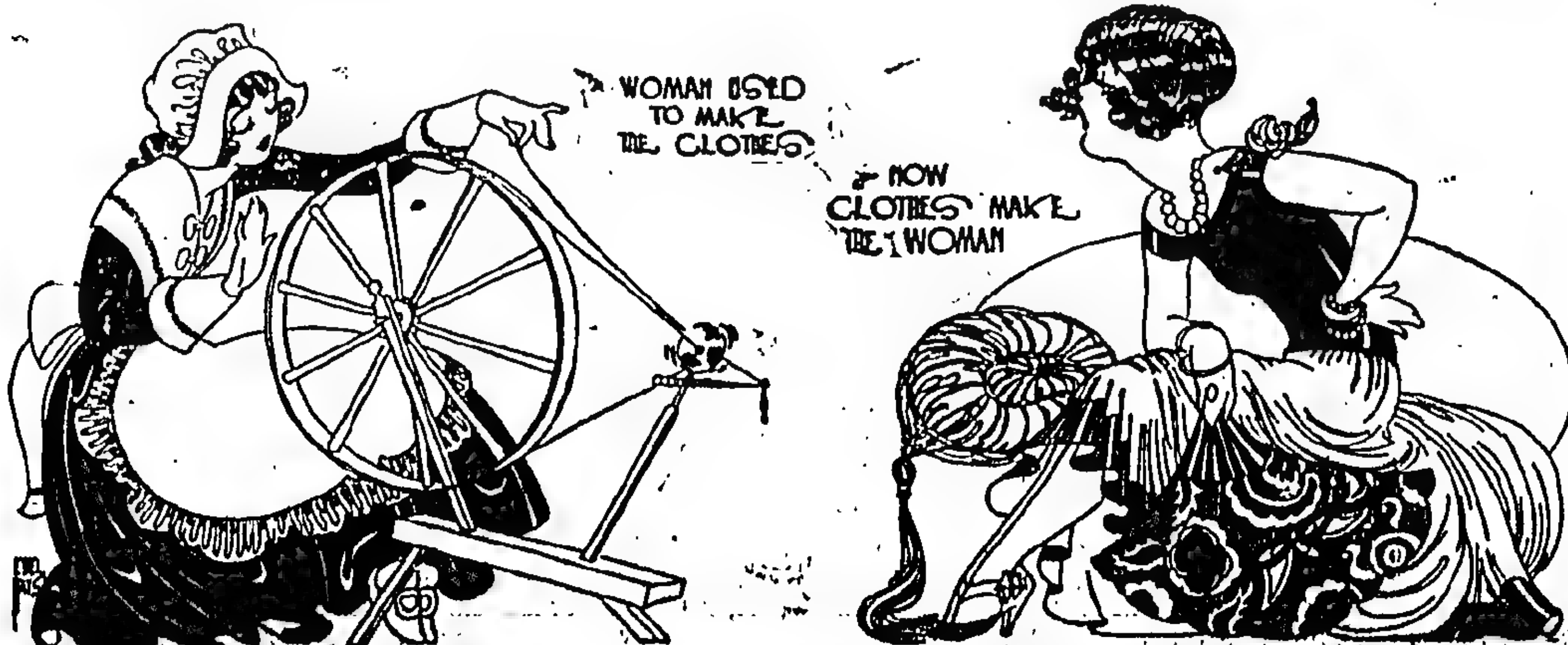
THIS WEEK'S RECIPE.

UNCOOKED CREAMS.

Two tablespoons thin cream, 2 teaspoons melted butter, 2 to 4 drops oil of peppermint, confectioner's sugar, cooking chocolate.

Heat cream and add melted butter. Stir in sugar to make a thin paste and add oil of peppermint. Slowly add sugar until stiff enough to handle. Shape into marbles, flatten and let stand until dry. Melt chocolate over hot water and dip each wafer into chocolate, using a fork. Let stand on paraffin paper until dry and cold.

CLOTHES AND THE WOMAN.



A PAGE FOR THE KIDDIES.

SALESMAN SAM

You Don't Always Hear What You Hear

BY SWAN



Sudden Chills

lower the vitality of the whole body and pave the way for more serious illness. Scott's Emulsion supplies just the vital extras that health demands.



Scott's Emulsion
It brings health to all.

MOM'N POP

An Embarrassing Mixture

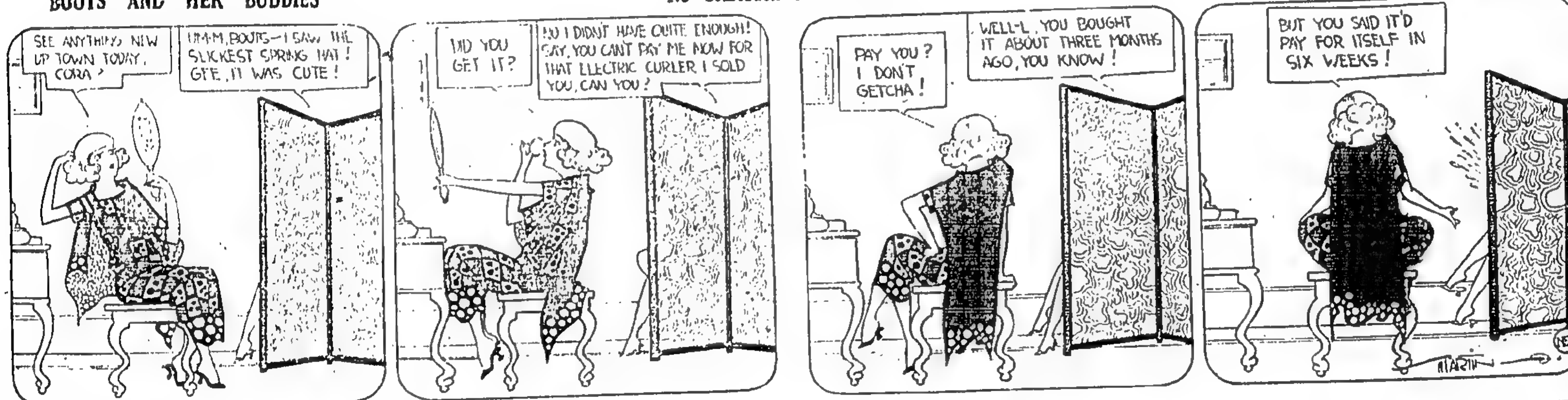
By Taylor



BOOTS AND HER BUDDIES

No Comeback to This One

By Martin



WASHINGTON TUBBS II

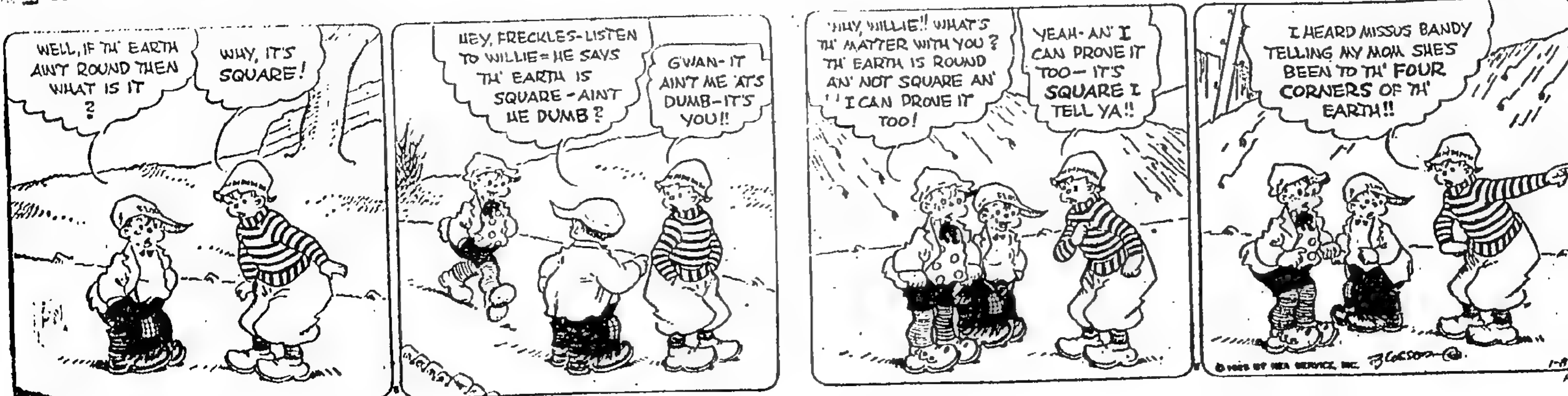
By Crane.



FRECKLES AND HIS FRIENDS

So It Must Be Square

BY FLOSSIE



FUNNY STORIES.

HONEYMOON CHATTER.

He—Perhaps I was a little cruel.
She—Yes, you were.
He (surprised) I wasn't! (Pause.)
Well, look here, I'll say I was cruel if you'll say I wasn't.
She—Very well, peach blossom, you won't.
He—Then I'm sorry if I was.—*Daily Express.*

NOT IN PARIS.

Ethel—Do you like Beethoven's works, Mr. Ponks?
Mr. Ponks—Don't know. Never visited them—what does 'o manufacture' mean?—*Humorist.*

MODERN SERVICE.

"We get things done quicker these days," remarked the thoughtful guy.
"Yes," replied the boob, "you don't even have to wait until the next morning to get your headache after drinking our up-to-date brand of liquor."—*Cincinnati Enquirer.*

QUITE TRUE.

Chemistry Professor—What can you tell me about nitrates?
Student—Well—s—they are a lot cheaper than day rates.—*Illinois Wesleyan Argus.*

NOT DEPENDABLE.

Boss—But you asked for a day off a month ago because your wife was dying, and now you ask for another day for the same reason.
Clerk—Can't help it, sir. I'm very sorry, but you know you can't depend on these women for anything.—*Madrid Buen Humor.*

WORTH KNOWING.

"Know the Smiths? No? I'm sure you'd like them."
"How is that?"
"Well, they are the kind you can tell to drop in any time and you feel sure they never will."—*Life.*

AERIAL PEDESTRIAN.

Aviator's Mechanic—There's a fellow going down in a parachute.
Aviator—I'll see if I can hit him. It isn't often we get a chance at a pedestrian.—*American Legion Weekly.*

EFFICIENCY.

Service—The best way to get along is to mind your own business.
Worth—Unless you are an efficiency expert.—*Life.*

BUSINESS MAN.

Gentleman—What? Begging here? You usually stand in Main street.
Panhandler—Yes, but I have opened a branch store, here.—*Dorfbarber Chicago (Berlin).*

LACTOGEN
The Natural-Milk Food



For YOUR BABY

LIFE'S PURPOSE.

By the Rev. G. R. Lindsay, M. A.

Our life is given to us to make a character and therefore must have a conscious plan and purpose. Life without a plan

As useless as the moment it began

Serves merely as a soil for discontent

To thrive in—

It is here where men and women need clear vision and sane judgment. Life is given for a better thing than making a living. Many a boy and girl leaving school get a false start because the only plan suggested to them is to seek employment at the highest rate of pay. Not a few seem to look upon life as a toy to minister to their pleasure, rather than as an entrusted talent.

But if we judge aright we shall value earth, its possessions and its pleasures for what they can contribute to our highest good and the effect they will have on the forming of our character. And, as the highest truth and purity, the noblest selflessness, is in Jesus Christ, we shall seek to be inspired and enabled by His Spirit. In the last analysis, it is always towards a person that our main purpose in life is directed, even if that person be oneself. "I have set the Lord always before me," said a saint of old. Every lesser purpose in life is to be made subservient to the one big, all-embracing life plan, to follow the Saviour Christ and to be made like unto Him.

"I have set." It is the word of one who has weighed the consequences and the responsibility. So many halt between two opinions. They do not honestly think things out and come to a decision. They hover near the border line, where men accept Christ Jesus as Master of all their toiling and loving and thinking, but they never cross the line. They cannot say "I have set the Lord always before me."

And, what of those who make the decision splendid? Is it not true that it is awfully possible to turn aside from our purpose? If we sit loose to our possessions in Christ, of power and spiritual aspiration, we may change the object of our passion and seek our good in something less than goodness. The danger is a real one.

The enemy of souls uses the very pleasures God meant us to enjoy to turn us aside from duty and sacrificial living. He takes the possessions God intends us to use for the good of others and ourselves, till they dominate us like a relentless deity. He takes the very passion of love which unites us with Heaven and degrades it to lust which makes us lower than the beasts. Yes, it is possible "to set the Lord before us," and then become unsettled. There is need, great need, for constant concentration, watchfulness, and discipline. This dominant purpose in life must be acknowledged every day, and the secret of its steadfastness is the bonded knee.

AMBASSADOR.



Above is M. Albert Sarraut, former Governor-General of Indo-China, who has been appointed French Ambassador to Turkey.

SHIPPING NEWS.

LOCAL WATERFRONT ITEMS.

After a short lull the monsoon has been again increased in force, but is by no means as strong as it was a short while ago. There is a lot of fog.

The Trafford Hall, Captain A. Rowlands, arrived yesterday from Singapore, and had quite strong monsoon most of the way.

The Purpura, Captain G. L. Forrest, arrived yesterday from Tarakan with oil, and had a strong gale in the Zulu sea, but more moderate weather lately.

The Honam, Captain M. Thompson, arrived last night with a broken paddle, towed in by the tug Henry Keswick. She is already in drydock, and her passengers were taken off her near Castle Peak, where she was temporarily anchored, and brought in by the Company's steamer Lung Shan.

The Hongkong-Wuchow passenger yacht Ko Chow, Captain E. Jones, has now returned from Wing Koo & Co.'s little patent slip over in Sam Shui Po, after her annual overhauling. She resumes her old route to-morrow.

Captain A. Hanson, of the Yuan Tah, is going home for his vacation on Monday next, after 3½ years' service. The chief officer, Mr. C. Olson, is to take the command. Captain Hanson is the brother of Captain J. Hanson, formerly the captain of the Prosper, now master of the Pronto, another very popular coasting skipper.

KONGMOON NEWS.

PASSENGER BOAT SEIZED.

(Our Own Correspondent.)

Kongmoon, Mar. 12. The military commanders in charge here have lately shown quite a deal of renewed activity. They have just commandeered the Sun Cheong Fan, a passenger boat formerly trading between this port and Sun Cheong, and are now using the vessel for transporting troops further up the West River. Several of the tows (consisting of tugboats towing junks) between Canton and Pakkai have also been seized and are now being employed for the same purpose.

Many coolies and other people have also been seized lately, and commandeered in order to make up "press gangs" which have been put on board the junks that were taken and sent up the West River the same way as the soldiers. Although the military commanders here will state nothing, it is known that the destination of all of them is first Wuchow and then Kweilin, Kwai Ping and Louchow.

Now that the junk and lighter-men's strike has broken out at Canton, I consider, it not at all unlikely that we shall soon see the lightermen here on strike again, and that the boatfolk of Sam Shui, Shui Hing, Tack Hing and Do Sing will follow suit.

TO BE LET.

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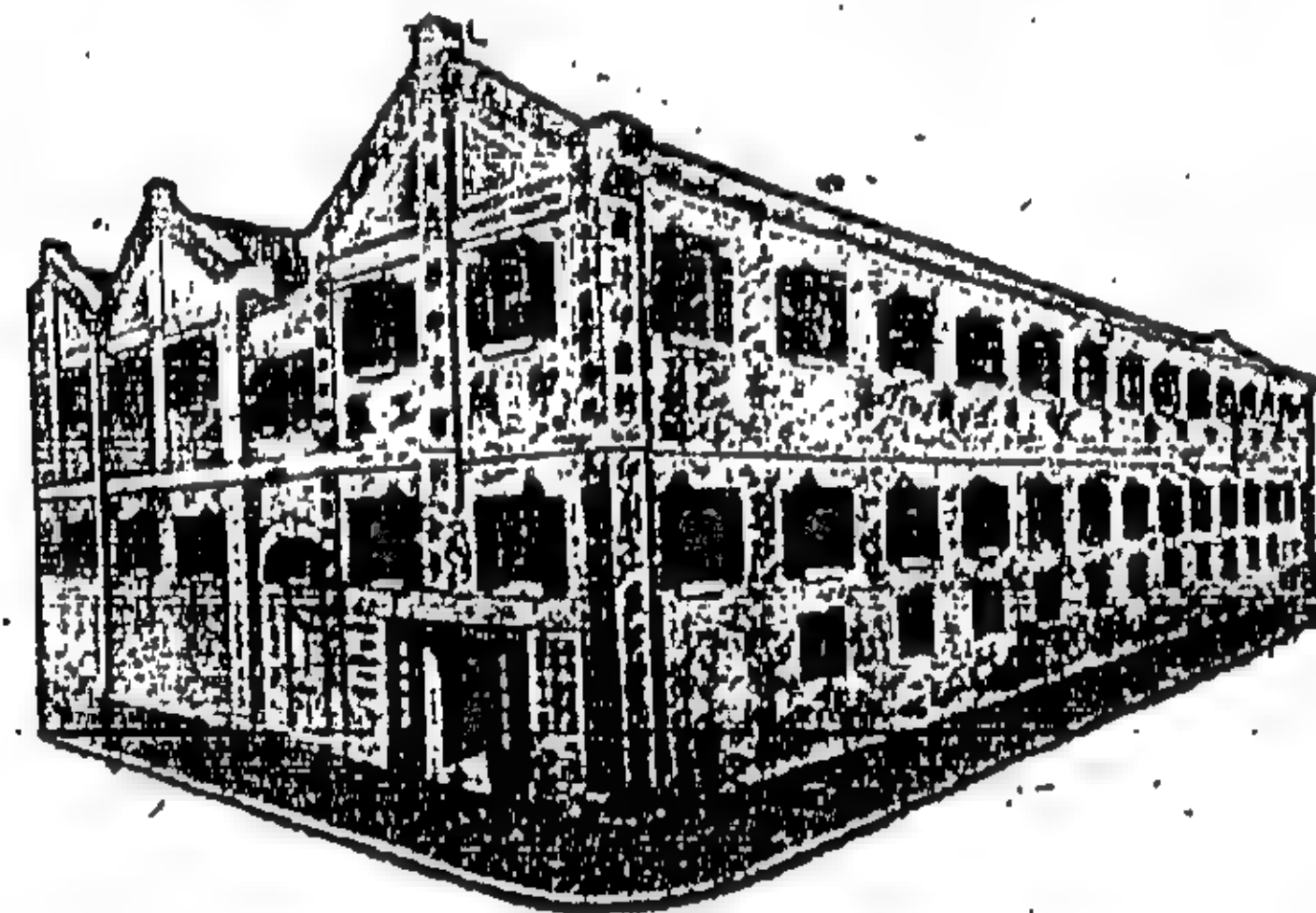
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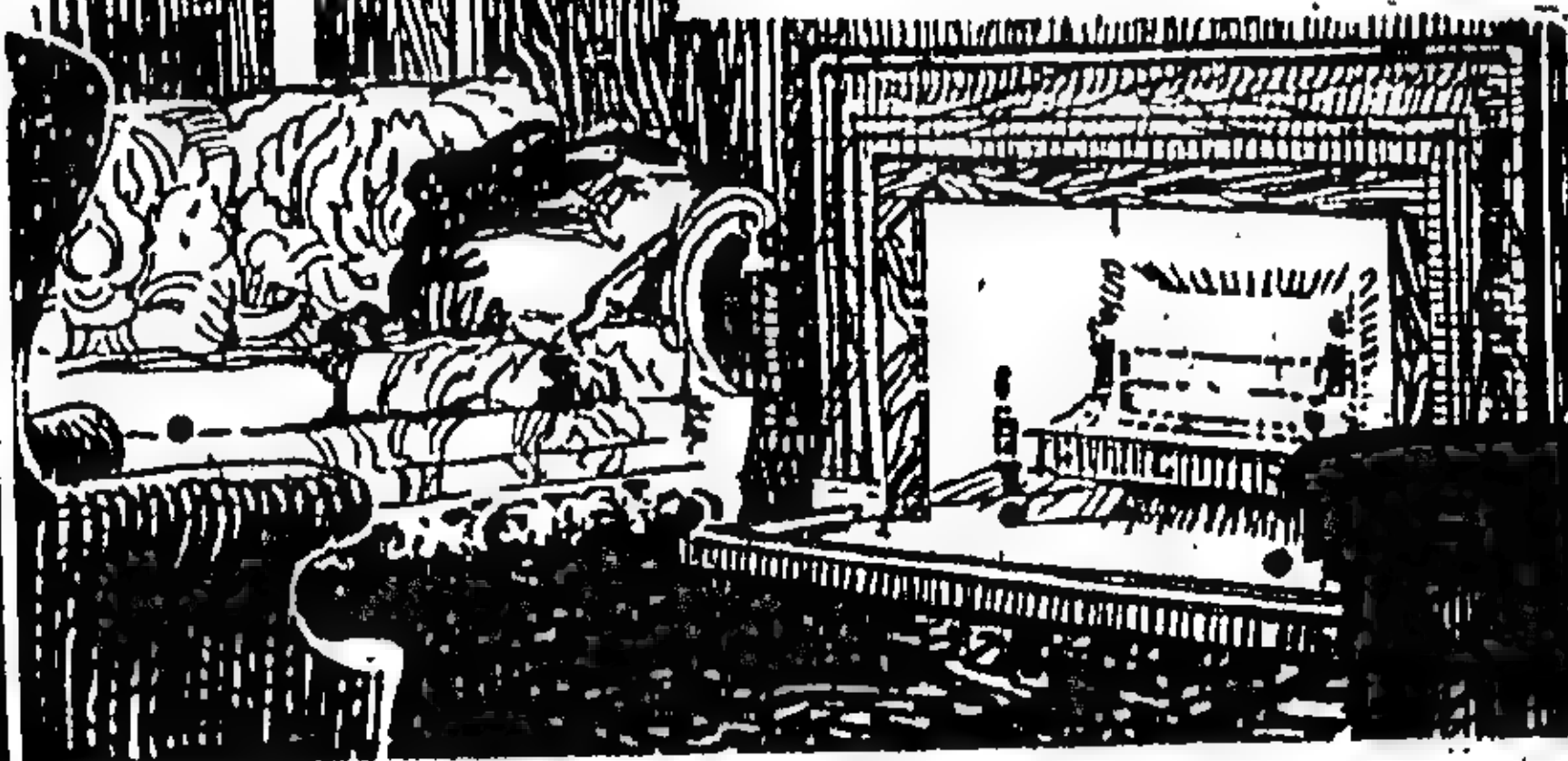
GAS IN THE DRAWING ROOM.

THE UNEXPECTED VISITOR MAY TURN UP AT ANY TIME

BE PRERARED

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SINGAPORE'S MORALS.

LOOKED AFTER IN LONDON.

London, March 13.

The annual meeting of the Union of Societies for Equal Citizenship, in London, after a statement by Miss Alison Neilans, representing social hygiene, with regard to the present condition of morals in Singapore, decided to send a letter to the Colonial Secretary urging that no provision should be made for re-introduction of any form of State regulation prostitution in the Straits Settlements.—*Reuter.*

THE PROTOCOL.

NOT QUITE DEAD.

Geneva, March 13.

The Council of the League has unanimously passed a resolution proposed by M. Benes referring the delegates' statements with regard to the Protocol to the next September assembly of the League.

M. Benes in a lengthy speech defended the Protocol, for which he said all the small nations were longing.

Mr. Chamberlain briefly recapitulated the British standpoint, and announced that he accepted M. Benes' resolution.—*Reuter.*

CHEAPER WHEAT.

EXCITEMENT IN THE MARKET.

London, March 13.

A break in wheat prices has been responsible for the wildest scenes in Chicago and Winnipeg wheat exchanges.

May futures dropped fourteen cents, to \$1.66, in Chicago, and \$1.74 in Winnipeg, the latter being a record decline.

The collapse is due to heavy rains, which it is believed will increase the crop in the United States.—*Reuter.*

TURCO-AMERICAN RELATIONS.

Washington, March 13.

The Lausanne treaty re-establishing Turco-American relations has been sent back to the foreign relations committee by the Senate.

Mr. Borah explained that the action was taken because "we haven't votes to ratify it."—*Reuter's American Service.*

DAY BY DAY.

At an extraordinary meeting of the Hongkong Rope Manufacturing Co., Ltd., held this morning and presided over by Mr. R. G. Shawan, the resolution passed at the meeting on Feb. 26th was confirmed as a special resolution.

Mr. Norman E. Franklyn, the advance manager to the Madeline Rossiter Rove Company, returned to Hongkong yesterday by the President Grant. The Company will open a short season at the Star Theatre on the 15th instant.

The Japanese woman, of Poking Road and an oiler of the s.s. Hakone Maru, who were charged before Mr. E. W. Hamilton, at the Kowloon Magistracy this morning with unlawful possession of two automatic pistols and 200 rounds of ammunition, were committed for trial at the Criminal Sessions. On the application of Mr. Leo d'Almada, who defended the female defendant, she was granted bail in the sum of \$10,000.

CANTON NEWS.

THE STRIKE SITUATION.

(Our Own Correspondent.)

Canton Mar. 13.

The heavy tax on junks and lighters which the Government recently levied has now been repealed, but very few of the boat people have as yet returned to work, as the Lightermen's Union has not so far issued any order for the general resumption of work. Most of the harbour traffic is still at a standstill, with little cargo moving.

Strong rumours are now in circulation to the effect that a general strike is expected to commence here in another week. The authorities in charge seem to have taken precautions to be able to keep order in the city, as they have already recalled quite a few soldiers from the battlefield to this city.

HOLLAND APPROVES

The Hague, March 13.

The First Chamber has approved of last year's Washington Treaty concerning the transport of alcoholic liquors.—*Reuter.*

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Underwear
for Spring and Summer

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Cellular, B. V. D. and open knit Vests
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Ware, Watches and Clocks always on hand.

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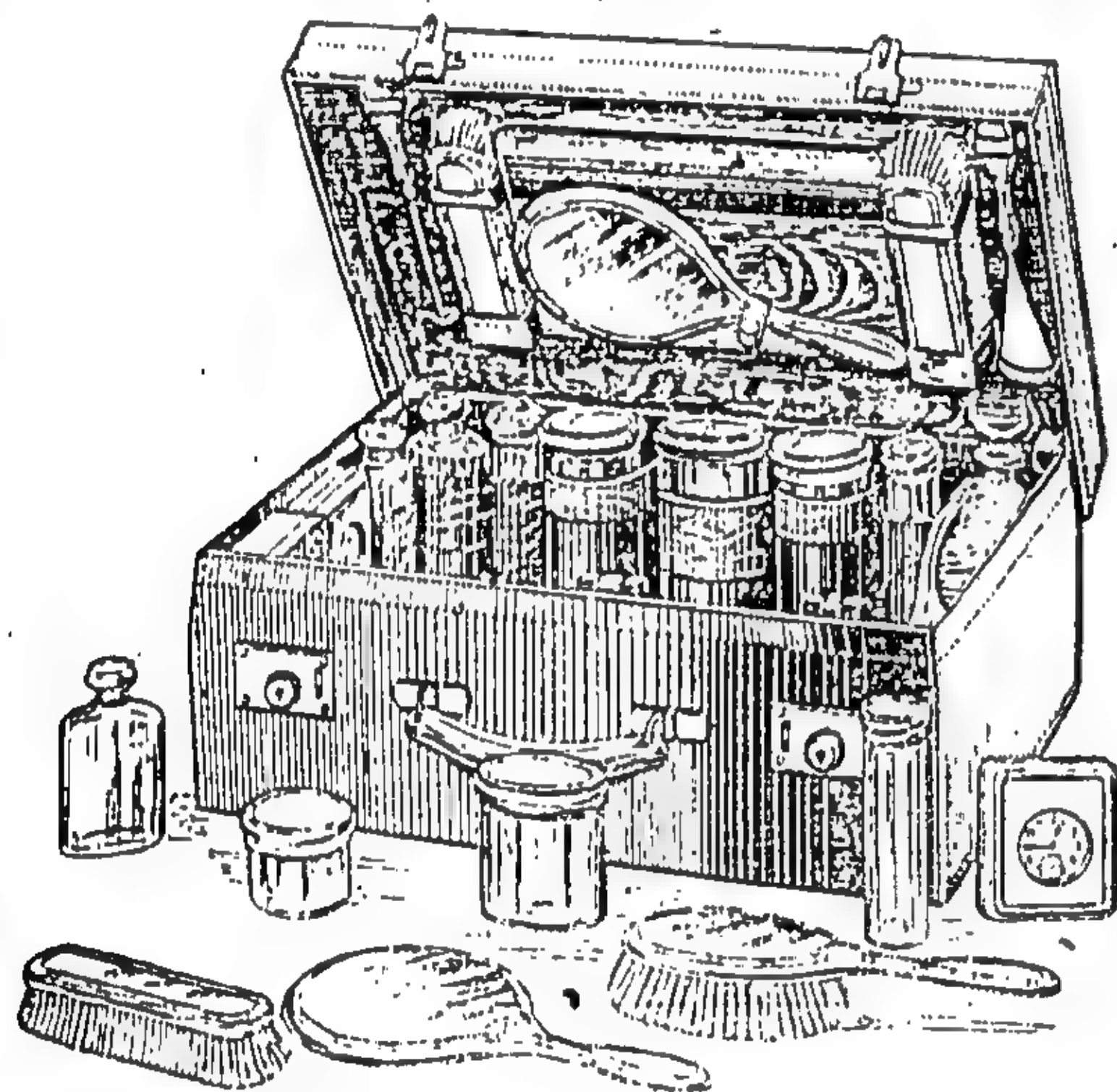
British Admiralty Charts | Heath Sextants, Night Glasses etc.
Kelyin Navigational Instruments | Stanley Drawing Instruments
Ross London Telescopes & Binoculars | Watt's Thermometers, Levels etc.

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from all the leading provision dealers.

CAMERA NEWS



PRETTY WEDDING.—This group was taken at the wedding of Mr. John Mackenzie and Miss Hannah Wong. (Photo: Ming Yuen.)



PRIZE BULLDOGS.—These two fine bulldogs, seen above with Miss Bessie Ballentyne, of San Francisco, have won more prizes than any dogs in the States.



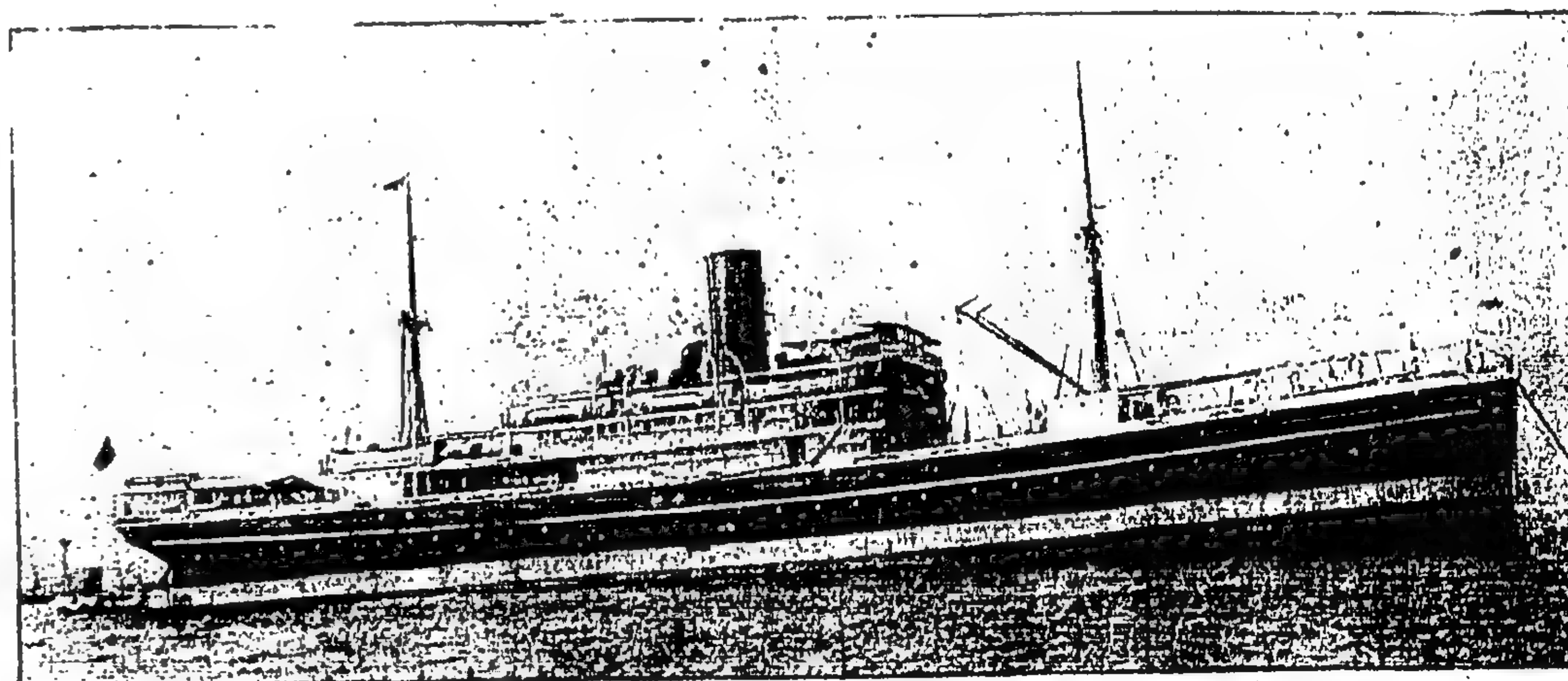
GIRL GUIDES.—Here are local Girl Guides and Brownies who took part in the display given at the Helena May Institute on Saturday. (Photo: Ming Yuen.)



OBITUARY.—Above is seen the late Mr. Roy Anderson, who negotiated the release of the Lincheng captives and who has just died in Peking from pneumonia.



TO HEAD COMPANY.—Mr. Philip K. Wrigley, son of William Wrigley Jr., who will be elected to succeed his father as president of the Wrigley Chewing Gum Company, it is said.



A FINE SHIP.—Above is seen the s.s. Anhui, the latest vessel of the China Navigation Company. Built at Taikoo, she recently underwent her trial trip and gave every satisfaction.

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Kinds
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Just
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ARMoured CARS.

Some Facts About Their Origin.



The above picture shows the Armoured Car Section of
the Hongkong Volunteer Defence Corps, with their two
cars.

Is a tank an armoured car? If
so, it can be argued that an
armoured car does not neces-
sarily proceed on wheels. Grant-
ing which, one of the first types
in history's records was the
"testudo" or tortoise. No driv-
ing licence was needed for this,
as it consisted of a compact mass
of Roman soldiery in stooping
posture, with their large shields
over their backs and interlocking
with each other. The tactical
requirements of an armoured car
were fulfilled, in that the com-
pany or "century" became a
machine capable of movement to
attack its enemy at close quarters.
It was chiefly vulnerable in the
legs, and the parallel of the
modern extemporised armoured
car with pneumatic tyres cannot
be overlooked. Another strat-
agem adopted by the ancients to
deal with the testudo was that of
throwing burning oil on top of
the shields, which, finding its
way through the crevices, was
liable to cause the assembly to
break up in disorder. This device
might be modernised, and small
cisterns, projecting burning oil
under high pressure, may yet
take their place as anti-tank
weapons.

Good Queen Boadicea was one
of the first British rulers to favour
armoured cars, as instanced by
her famous charge against the
Roman legions. The fact that
her type were horsedrawn, and
that she failed to protect the
motive power, led to their dis-
continuance, and the inherent
vulnerability of this class was
not overcome until the steam
engine had made its appearance.

This invention made it possible
to surround the motive power
with armour; the armoured train
was the outcome, and made its
bow in South Africa. It met
with no great success, as a
railway line is remarkably easy
to obstruct, and a train brought
to a halt is very easy to wreck
by gunfire. Armoured trains
were in use during the Great

War, and residents of the Colony
who journeyed through the Suez
Canal in 1914 may remember see-
ing a very good example running
along the railway line by the
side of the Canal.

Perfection of the internal com-
bustion engine brought armoured
motor cars into existence; and
touring cars, fitted with light
steel plates over their vulnerable
parts, headed the German inva-
sion of Belgium and France in
1914. Later, heavier cars bear-
ing a machine gun protected by a
couola were produced.

The first British armoured cars
to become notorious were the
Rolls Royce fleet which operated
successfully against the Senussi
in 1915, and cars were used with
good effect by Lord Allenby in
Palestine, notably in the pursuit
of the Turks to Aleppo. Perhaps
the most famous unit was Com-
mander Locker Lampson's R. N.
armoured car division. It landed
at Archangel, and proceeded
through Russia to Caucasus, and
came into action there. Thence
it went to the Russo-Rumanian
frontier and gave much needed
aid to the Rumanians during
their retreat in January 1917, and
later, in July 1917, helped to rally
the Russians in Volhynia.

Those who served in Ireland
after the war will remember the
use of the armoured cars in that
distressful country; and at the
same time they were extensively
employed for preserving order in
Mesopotamia, being more mobile
and economical than cavalry or
infantry.

The armoured car section of
the M.I. Company, H.V.D.C. has
one car of the latest design, and
a light undefended car carrying
Lewis guns. It is hoped that
these will be further augmented.
Prospective recruits should com-
municate with the Adjutant,
H.V.D.C. Headquarters, or with
2/Lieut. R. L. Moncrieff, Hong-
kong and Shanghai Bank.

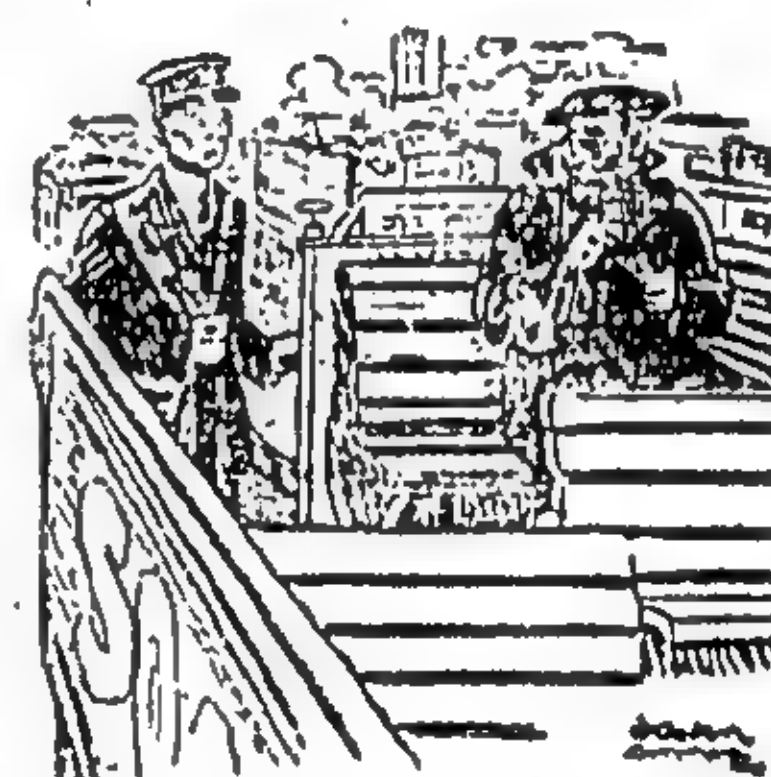
TO-DAY'S FASHION.



The narrow hanging front
panel with its buttons and
quaint insert, is matched by
the scarf end of the draped
collar that is thrown over
the shoulder and hangs so
jauntily behind.

HONGKONG TO GLOUCESTER.
A Chinese problem, complete
with Chinese witnesses, Chinese
documents, solicitor who could
speak Chinese, and a Chinese
man's wife who speaks with
a Welsh accent, came before
Mr. Justice Finlay in the
Law Courts on Jan. 26 for
solution. It concerned a laundry
at Gloucester, which Ham
Hong, of Hongkong—who had
given power of attorney in this
country to Hung Ming Mao—had
sold to Chiu Woo Hop. A balance
of £257 of the purchase price of
the laundry was claimed, and the
claim was granted.

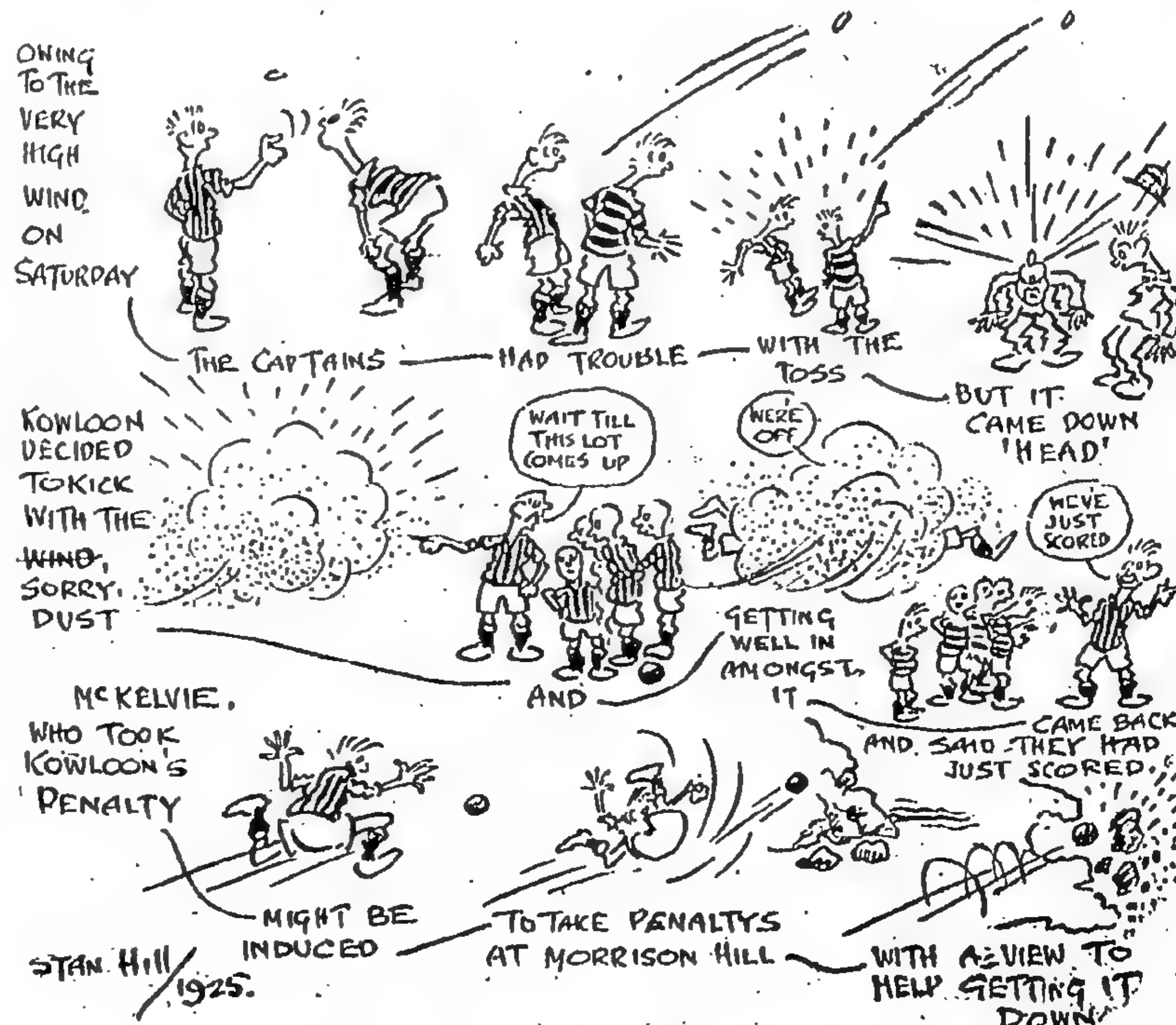
DAILY HUMOUR.



Conductor: "What did you
stop the bus for if you don't want
to get off?"
Passenger: "I wanted to light
my pipe!"
London Opinion, London.

OUR FOOTBALL CARTOON.

(By Stan. Hill)



IMPRESSIONS OF HONGKONG v. KOWLOON MATCH.

For
One Week
Only
What a 1 Will Buy
March
6th. to
12th.

Ladies' Vests	- - - 3 for	\$1.00
"	- - - 4 "	\$1.00
Face Powder	- - - 3 boxes for	\$1.00
Hair Lotion	- - -	\$1.00 a bottle
Ladies' Silk Hose	- - -	\$1.00 a pair
" Cotton "	- 3 pairs for	\$1.00
Gent's Silk Hose	- - -	\$1.00 a pair
" Ties	- 2 for	\$1.00
Soft Collars	- 3 "	\$1.00
Paris Garters	- - - 3 pairs for	\$1.00
Bath Towels	- - -	\$1.00 each

Many other things for a Dollar
that we can't mention here, but cordially
invited your inspection.

YEE SANG FAT CO.

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SIMPLEX PLASTER PARTITIONS

WHICH ARE
FIRE PROOF. SOUND PROOF. DAMP PROOF.
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Artistic finishes in Bronze, Antique Copper, and
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buy a bottle of Hall's Wine to-day and take
your first dose of this great health-giving
tonic in the special Crystal Wineglass which
is presented FREE to every purchaser.

From the very first wineglassful you feel better, look
better, and you will soon be able to enjoy life again.

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THE SUPREME TONIC RESTORATIVE

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doctors to build up health and strengthen nerves.

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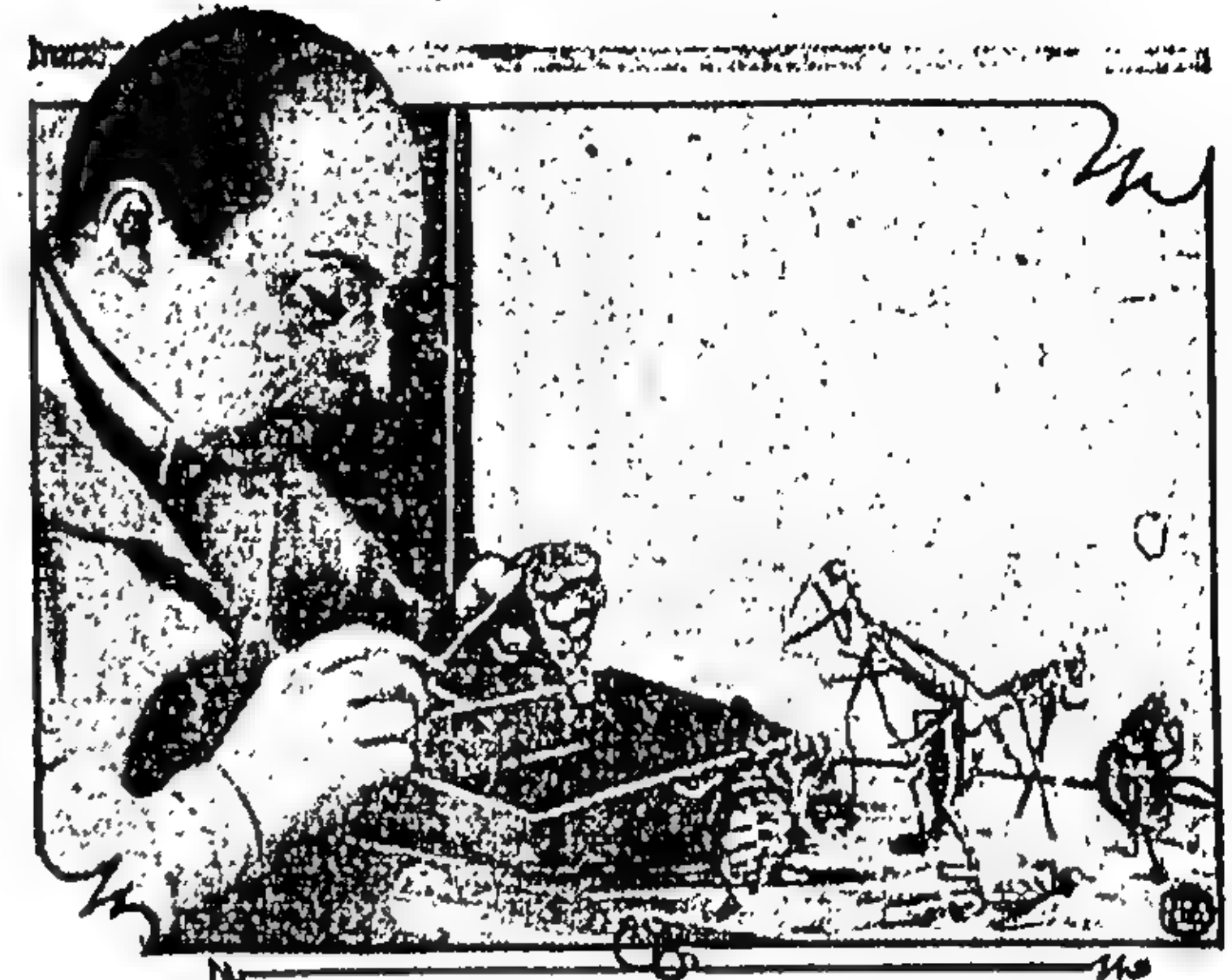
CURRENT PICTORIAL NEWS.



Lady Sinclair is of the most popular hostesses in English court circles. Here she is shown with her daughter, Patricia, and son, Murray.



John A. Jaunbrat, member of the "L Street Brownies," a winter swimming organization of South Boston, Mass., felt impelled to sit on a nice cool cake of ice. What he was reading must have been "hot stuff."



Ladislav Starevitch, European movie director, has patience galore. He creates little artificial insects that run, jump and do things live ones do. His film of "The Frogs in Search of a King" will shortly be screened.



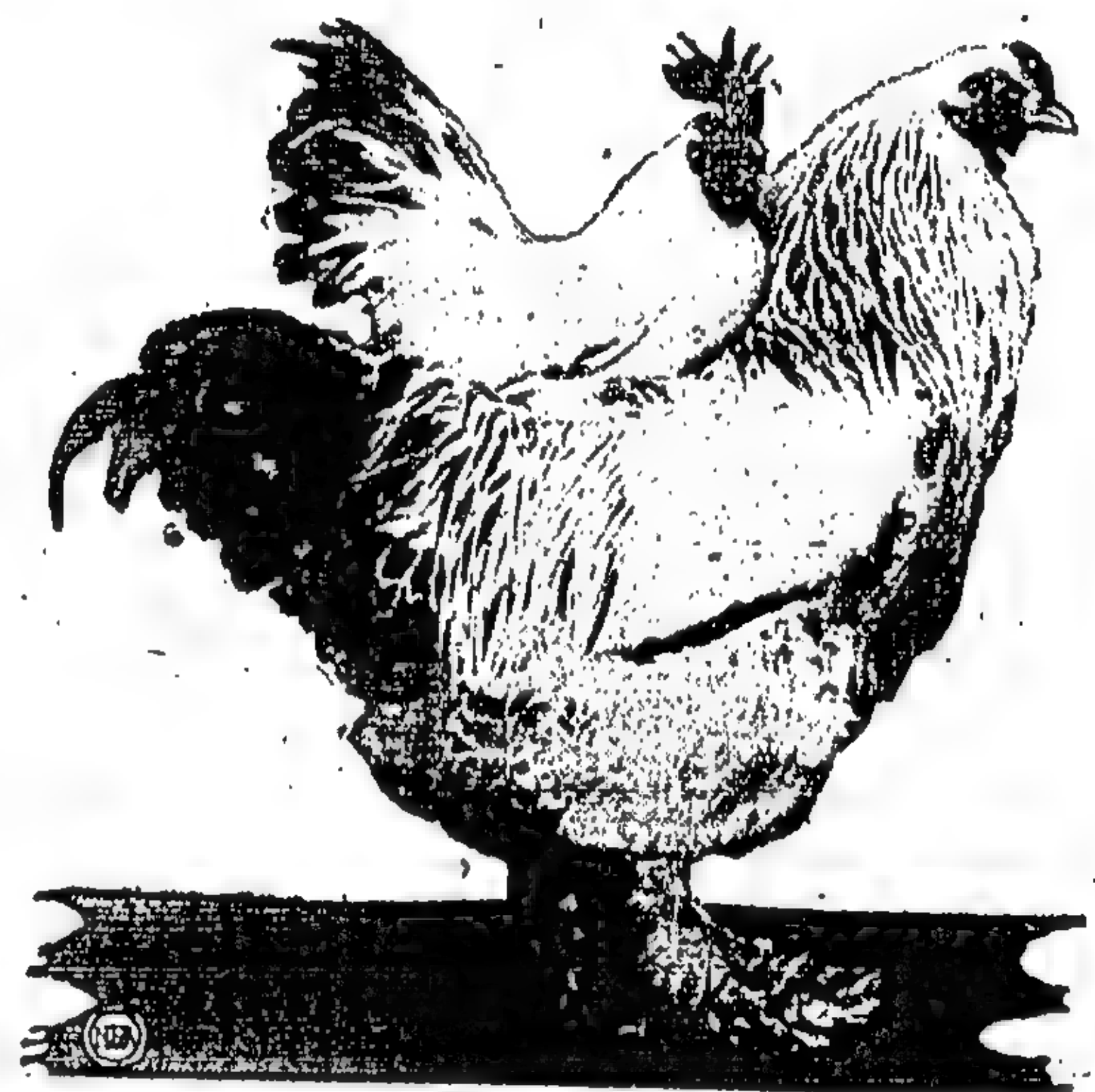
Here you are, kiddies. This is what Santa Claus will put in your Xmas stocking next Christmas. For little Miss Dorothy Lewis, who is the mother of hundreds of dolls, being the mascot of the Toy Fair Chamber of Commerce, is shown with a few of the hundreds of new models of dolls that were recently displayed in the annual fair held in New York each February, where Santa selects his dolls for next Christmas.



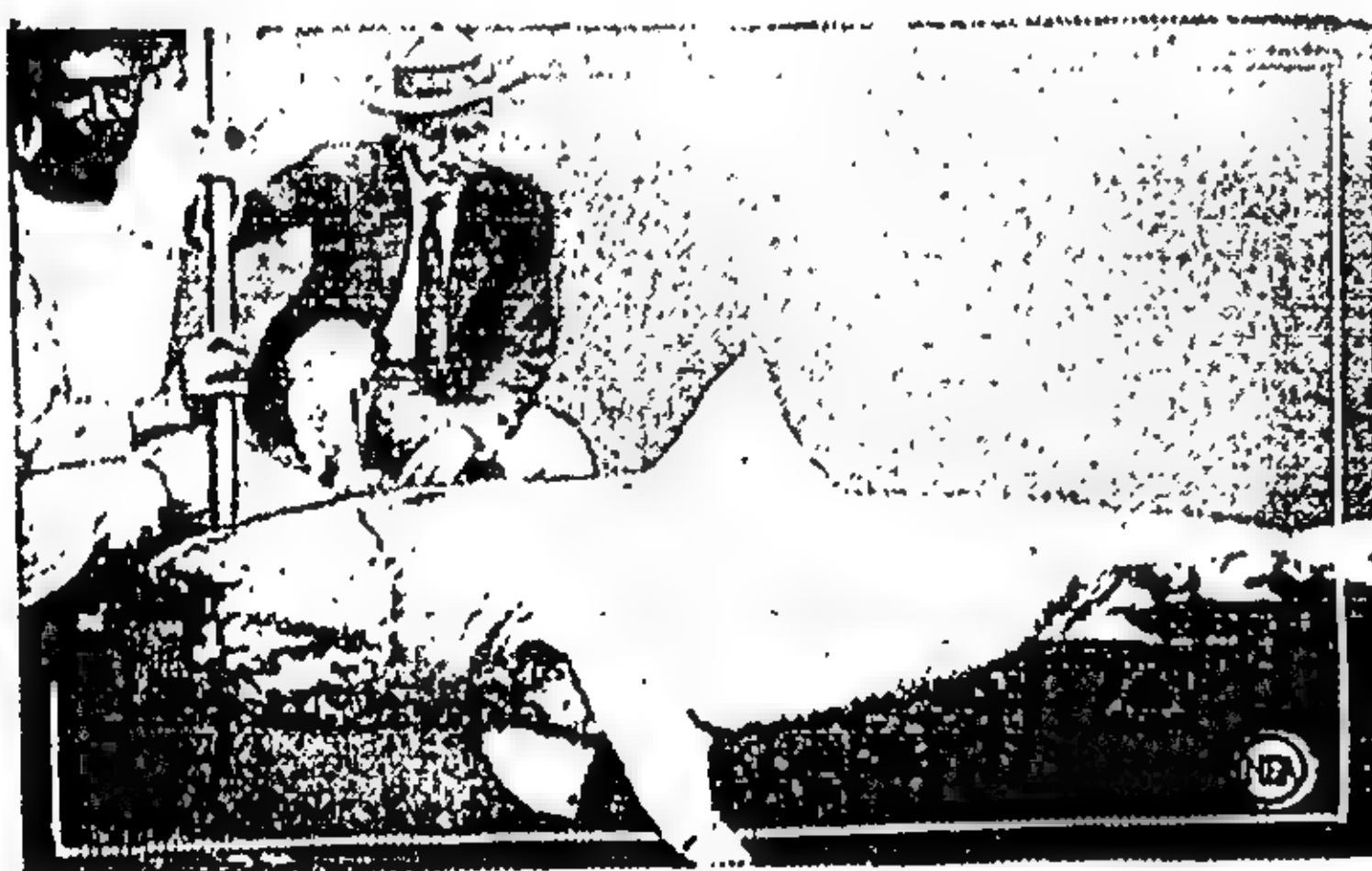
Rear Admiral H. J. Ziegmaier has been assigned to command U.S. Battleship Division No. 3 in the Pacific. He formerly was commander at the Norfolk Navy Yard.



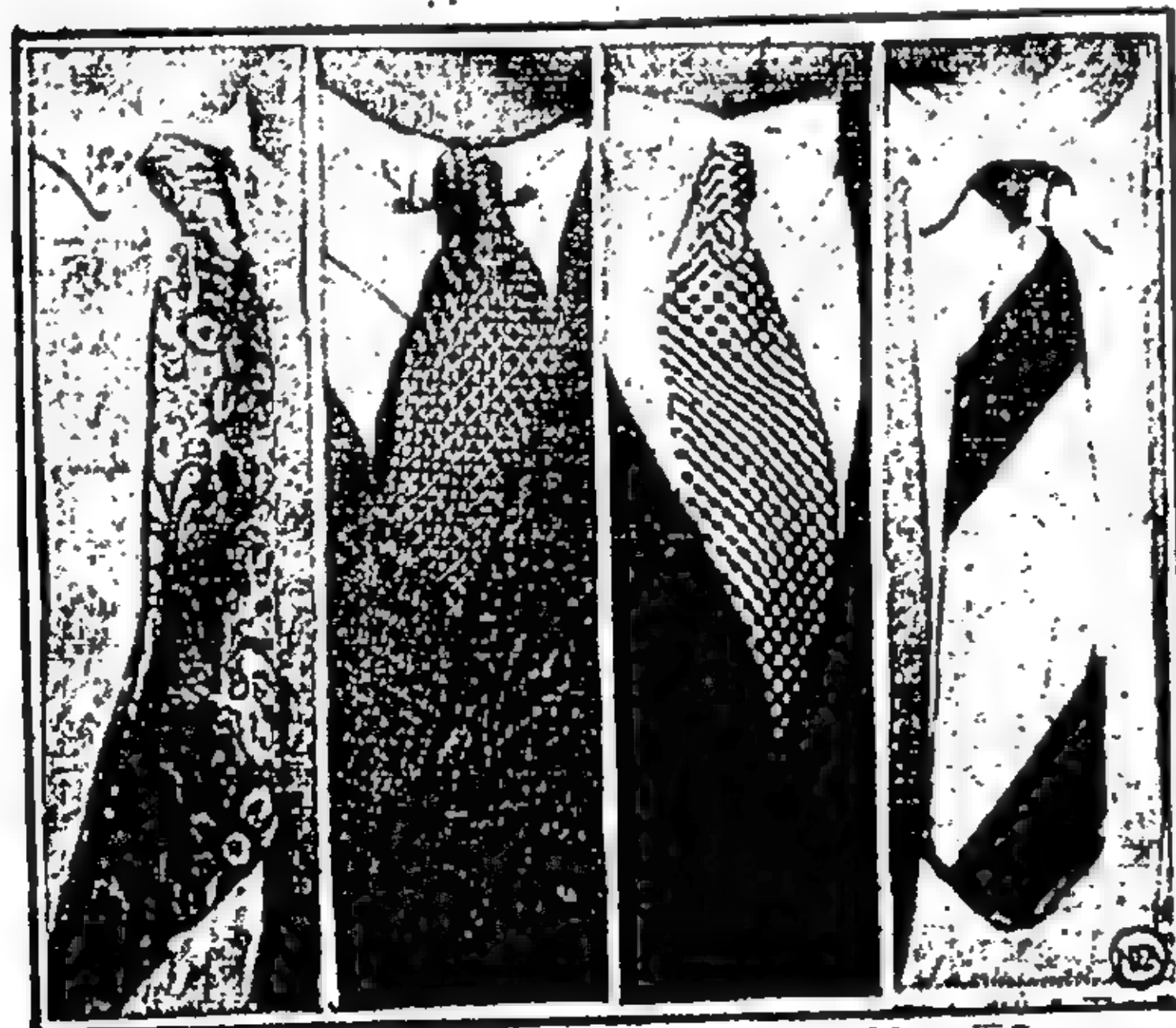
Paul M. Winter, Klougale of the Philadelphia branch of the Ku Klux Klan, is shown photographed in full regalia.



That's the way they came at the annual New York poultry show. Here are shown the largest and smallest exhibits—a 14-ounce Japanese bantam comfortably resting atop a 15-pound Brahmin.



Hair believed to be that of Amalia Rivas, Cuban actress, was discovered in the body of a monster shark captured near Tampico harbour by Fred Van Doren, fisherman. Miss Rivas was on the Ward Line steamer Esperanza when it sank near the harbour in March, 1924. Her body was not recovered.

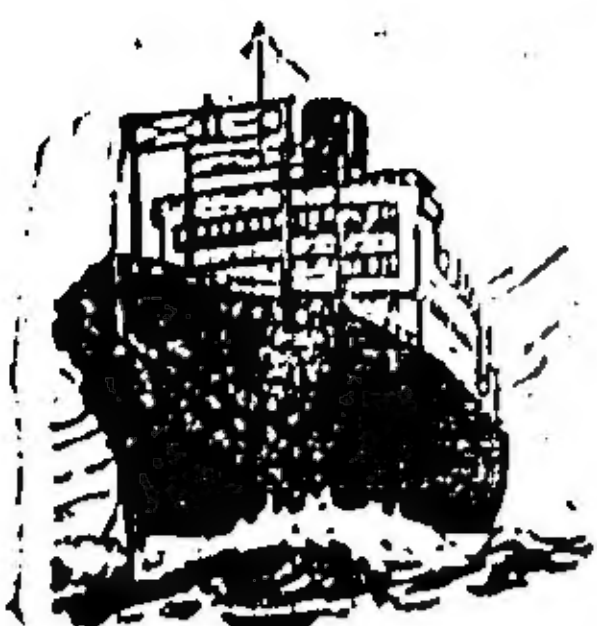


These are the very latest 1925 neckties, beginning with a Paisley affair of brilliant red on a background of yellow, that is not for the ultra-conservative. Next is Alfred Lunt, the actor's favourite, a combination of checks and circles in blue and gray. That is his own neck you see rising above the tie. Further continuing from left to right we come upon the black and white shepherd's check that has been in favour since the first tie made its appearance, and work up to the most expensive one of the lot, of heavy silk with bias stripes of seductive tones of blue.



Mrs. Miriam Amanda ("Ma") Ferguson was inaugurated as Governor of Texas with all the pomp and ceremony which was given her many men predecessors. Here she is shown delivering her inaugural speech as state officials and dignitaries listen.

ROUND THE WORLD



President Garfield
Sails Mar. 17th,
11 a.m.

PORTS OF CALL

Manila, Singapore, Penang, Colombo, Suez.

Port Said, Alexandria, Naples,
Genoa, Marseilles.

BOSTON—NEW YORK

Returning via Cuba, Panama Canal, Los
Angeles, San Francisco, Honolulu, Japan
and Shanghai.

Sailings from Hongkong

President Monroe Apr. 14
President Harrison Apr. 28
President Van Buren May 12
President Hayes May 26

Superb cuisine—Fresh fruits
and vegetables—Service by
Chinese stewards—American
Jazz orchestra—Commodious
state-rooms—Ample deck and
lounging space.
An Ideal Voyage

DOLLAR STEAMSHIP LINE

Hongkong and Shanghai Bank Building, Ground Floor.
Telephone Central 2477, 2478 and 795. No. 4, Des Vaux Road.
CABLE ADDRESS: "DOLLAR."

AMERICAN ORIENTAL MAIL LINE

TRANS PACIFIC EXPRESS SERVICE.
SEATTLE & VICTORIA
SHANGHAI—KOBE—YOKOHAMA.

"PRESIDENT GRANT".....TO-DAY
"PRESIDENT MADISON".....April 3rd.
"PRESIDENT JACKSON".....April 15th.

EUROPE

See Seattle-Chicago-New York
\$120—\$112—\$110.

First Class on the Pacific. First Class on American or Canadian Rail-
way. First Class and Monoclass on the Atlantic. Choice Trans-Continental
Railways. Any Line on the Atlantic. Through accommodation and Booking
arranged.

TO MANILA

"PRESIDENT GRANT".....March 14th.

TRAVEL FIRST CLASS ON A FIRST CLASS STEAMER

Through Bills of Lading to all United States and Canadian Overland Points
also via Panama Canal Lines to Atlantic Ports. Copies of this paper on file
in our Offices SEATTLE, CHICAGO, NEW YORK.
For Passage and Freight Booking apply to

AMERICAN ORIENTAL MAIL LINE

Operated for
United States Shipping Board
by Admiral Oriental Line, Managing Operators
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Telephone Central 2477, 2478 and 795. No. 4, Des Vaux Road.

AMERICAN FAR EAST LINE.

Operated for
United States Shipping Board

By Struthers and Barry, Managing Operators.

REGULAR FAST FREIGHT SERVICE
To San Francisco & Los Angeles from Hongkong
by Direct Route.

23 days to San Francisco 28 days to Los Angeles
U.S.S.B. "West Ivan".....Due Hongkong 27th Mar.
Leave Hongkong 28th Mar.
U.S.S.B. "West Farolan".....Due Hongkong 8th Apr.
Leave Hongkong 10th Apr.

Cargo Accepted for Transshipment at San Francisco to Weekly Sailings for At-
lantic Seaboard Ports. Through Bills of Lading issued to U. S. & Canadian Over-
land Points.

To Singapore, Zamboanga and Cebu.

U.S.S.B. "West Sequana".....Due Hongkong 12th Apr.
Leave Hongkong 14th Apr.

To Manila and Cebu.

U.S.S.B. "West Farolan".....Due Hongkong 17th Mar.
Leave Hongkong 18th Mar.

Through bills of lading issued to all ports not served
For Full Information apply to

STRUTHERS & BARRY.

L. Everett, Inc. 1st Floor Queen's Building.
General Agents, A. SCHOFIELD, Res Agent.
Japan China, Philippines Islands,
de-China, Straits Settlements & India Phone Central No. 3008.

PACIFIC SHIPPING.

CANADIAN PACIFIC



HOME VIA CANADA

HONGKONG TO ENGLAND

via Shanghai, Kobe, Yokohama, Vancouver, Montreal & Quebec.
From Hongkong Due Vancouver From Canada Due England
EMERALD CANADA Mar 20 Apr 6 MELITA Apr 16 Apr 23
EMERALD HURRIA Apr 3 Apr 20 MONTICLIM May 1 May 7
EMERALD AUSTRALIA Apr 17 May 6 EMERALD SCOTLAND May 13 May 20

Other Atlantic Sailings every few days to Liverpool,
Southampton, Glasgow, Belfast, Antwerp, Oporto and Hamburg.
Allotment of Cabin on Atlantic steamers held here and through tickets issued.
Early reservation necessary.

Three Trans-continental Trains Daily.
Standard Sleeping Cars, Compartments and Drawing Rooms.
Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary
Winnipeg, Montreal and Quebec.

Use Dominion Express Travellers' Cheques—Payable Anywhere.

HONGKONG—MANILA SERVICE.

From Hongkong Due Manila From Manila Due Hongkong
Mar 27 Apr 3 Empress Russia Mar 29 Mar 31
Apr 23 Apr 29 Empress Asia Apr 25 Apr 28

Passenger Department:
Freight and Express:

Tel. C. 762 Cable: CANPAC
Tel. C. 42 Cable: NAUTILON



HONGKONG—SAN FRANCISCO LINE

Via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & HONOLULU
Connecting at San Francisco with Southern Pacific,
Santa Fe & Western Pacific Railroads.

Sailings from Hongkong

TENYO MARU.....Mar. 23rd.
KOREA MARU.....(Omit Nagasaki).....Apr. 4th.
SHINYO MARU.....Apr. 21st.
SIBERIA MARU.....(Omit Honolulu).....May. 4th.
TAIYO MARU.....May. 17th.
Proceed up River and berth alongside Montagu wharf at Shanghai.
KOREA MARU and SIBERIA MARU proceed to Los Angeles
from San Francisco with cargo only.

REDUCED FARE TO EUROPE.

First Class £120 Cabin Class on Atlantic £112 Second Class £80
SOUTH AMERICAN LINE

The only direct service between Orient and South

America via Japan, Hawaii, San Francisco.

Los Angeles, Mexico, Panama, Peru & Chili.

Sailings from Hongkong

ANYO MARU.....April 15th.
BOKUYO MARU.....June 3rd.

Y. TSUTSUMI, Manager.

Agents at Canton: King's Building.

Messrs T. E. GRIFFITH, Ltd. Tel. Nos. C. 2874 & 2875.

KONINKLYKE PAKETVAART MAATSCHAPPIJ.

Royal Packet Navigation Co. of Batavia.

S.S. VAN CLOON

will be despatched on 12th Mar.

For SINGAPORE, PENANG & BELAWAN DELI DIRECT.

Offers excellent saloon accommodation, all lower berths.
English Cuisine, doctor carried, wireless telegraph.

1st. CLASS FARE TO SINGAPORE \$100.00.

In connection with the Royal Packet Nav. Co.'s (K.P.M.)
services to all destinations in the Netherlands East Indies and
Australia.

Agents:—JAVA CHINA JAPAN LIJN,

Telephone Central No. 1574. York Building. Charter Road.

M MESSAGERIES MARITIMES M

SERVICES CONTRACTUEL

Mail Steamers	Next Sailings from Marseilles	Pro. arr. at Hong- kong and Sailing for S'hai & Japan	Pro. Sailing from Hong- kong for M'lies
ANGKOR	12th Feb.	16th Mar.	15th Mar.
COMPIEGNE	26th Feb.	31st Mar.	29th Mar.
ANGERS	12th Mar.	14th Apr.	12th Apr.
PAUL LECAT	26th Mar.	27th Apr.	26th Apr.
ANDRE LEBON	12th Mar.	14th Apr.	10th May.
AMBOISE	26th Mar.	27th Apr.	24th May.

RATES OF PASSAGE MONEY TO MARSEILLES.

(Including Table Wine and free Doctor's attendance.)
1st Class £95.0.0 B. Class 1st Class £83.0.0
2nd Class £68.0.0 Steamers 2nd Class £60.0.0

Through Tickets to London and Leading Towns of Europe.

Accommodation reserved in the trains at Marseilles.

LIONE COMMERCIALES (CARGO-BEATS)

S.S. "YALOU" from Dunkirk, London, Havre is due to
arrive about end of March.

For full particulars apply to:

Telephone Central 74

Messageries Maritimes Co.
3 Queen's Building.

PACIFIC SHIPPING.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND
PASSENGER SERVICES.

LONDON SERVICE

(Direct.)

THESEUS 16th Mar. Amsterdam, London & Hamburg
AGAPENOR 23rd Mar. London, Rotterdam Hamburg & Dunkirk
AUTOLYCUS 30th Mar. London, Rotterdam & Hamburg
ANTENOR 7th Apr. Marseilles, London, R'dam & Glasgow

LIVERPOOL SERVICE

(Direct or via Continental Ports)

DOLUIS 20th Mar. Genoa, Mars. Liverpool & Glasgow
TEUCER 2nd Apr. Marseilles, Liverpool & Glasgow
NINGCHOW 20th Apr. Genoa, Mars. Liverpool & Glasgow
AJAX 1st May Mars, Havre, Liverpool & Glasgow

PACIFIC SERVICE

(via Kobe and Yokohama)

ACHILLES 24th Mar. Victoria, Seattle & Vancouver
PHILOCTETES 32nd Apr. Victoria, Seattle & Vancouver

NEW YORK SERVICE

(via Suez or Panama)

TYDEUS 25th Mar. Boston, New York, Baltimore via Suez
HELENUS 19th Apr. Boston, New York, Baltimore via Suez
JASON 7th May. Boston, New York, Baltimore via Suez

PASSENGER SERVICE

HECTOR 31st Mar. for Shanghai
ANTENOR 7th Apr. for Singapore, Marseilles & London
HECTOR 5th May. for Singapore, Marseilles & London
SARPEDON 16th June. for Singapore, Marseilles & London

Also cargo steamers with limited passenger accom-
modation at specially reduced fares.

For Freight and Passage Rates and all information Apply to:—

BUTTERFIELD & SWIRE

AGENTS.



REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

Steamers	From	Expected on or about	Will leave on or about	For
Tjikarang	Batavia	In Port	14th Mar.	Shanghai
Tjikini	Amoy	15th Mar.	17th Mar.	Batavia
Tjikodas	Batavia	19th Mar.	21st Mar.	Amoy & S'hai
Tjikaroen	Japan	21st Mar.	23rd Mar.	Batavia
Tjikalak	Batavia	22nd Mar.	26th Mar.	Shanghai
Tjikiboet	Java	25th Mar.	28th Mar.	Japan via Yh.
Tjikarang	Dalny	4th Apr.	8th Apr.	Batavia
Tjikernbang	Batavia	5th Apr.	9th Apr.	Shanghai
Tjikmanock	Japan	6th Apr.	8th Apr.	Batavia
Tjikilwong	Java	6th Apr.	10th Apr.	Amoy & S'hai
Tjikodas	Amoy	7th Apr.	9th Apr.	Mak & S'haia
Tjikalak	Shanghai	19th Apr.	22nd Apr.	Batavia

†Via Makassar

*Via Batavia

The steamers are all fitted throughout with electric light and
have accommodation for a limited number of saloon-passengers.
All steamers carry a duly qualified surgeon. Cargo taken at
through rates to all ports in Netherlands-India and Australia.

For Freight and Passage apply to the

Java-China-Japan Lijn.

American Oriental Mail Line.

NOTICE TO CONSIGNEES

The Steamship
"PRES. GRANT"
having arrived from Seattle via
ports, on 13th March 1925 con-
signees are hereby notified that
the cargo is being landed at
the risk into the hazardous
and/or extra hazardous godowns
of the Hongkong and Kowloon
Wharf and Godown Co., at Kow-
loon, & stored at consignees' risk.

Consignees of Cargo must pro-
duce an Import Permit signed by
the Superintendent of Imports &
Exports, Hongkong, before Bills
of Lading will be countersigned.

All broken, chafed and damag-
ed cargo is to be left in the go-
dowens, where it will be examined
at 10 a.m. on 18th. March, 1925,
by the Company's Surveyors,
Messrs. Anderson and Ashe.

All claims must be presented
within thirty days of the
steamer's arrival here, after
which they cannot be recognised.
No claims will be recognised
after the goods have left the go-
dowens, and cargo undelivered and
after 20th March 1925, will
be subject to rent.

No Fire Insurance whatever
will be effected.

Consignees are requested to
send in their Bills of Lading for
countersignature immediately.

AMERICAN ORIENTAL
MAIL LINE
operated for the

United States Shipping Board,
Emergency Fleet Corporation.

by

ADMIRAL ORIENTAL LINE.

4, Des Vaux Road.

Hongkong, March, 25th. 1925.

NOTICE TO CONSIGNEES.

"ELLERMAN" LINE.

From UNITED KINGDOM and
CONTINENT.

The Steamship,
"TRAFFORD HALL"

having arrived, Consignees of
Cargo by her are informed that
all goods are being landed
at their risk into the hazardous
and/or extra-hazardous Godowns
of The Hongkong and Kowloon
Wharf and Godown Co., Ltd.,
whence delivery may be obtained.
No Claims will be admitted
after the Goods have left the
Godowns, and all Goods remain-
ing undelivered after 19th. March
1925, will be subject to rent.

All Claims against the Steamer
must be presented to the Under-
signed on or before 26th. March
1925, or they will not be
recognised.

All broken, chafed and damag-
ed goods are to be left in the
Godowns, where they will be
examined on any Tuesdays or
Fridays between the hours of
10.45 a.m. and Noon within the
free storage period of one week.

No Fire Insurance has been
effected.

Bills of Lading will be counter-
signed by

THE BANK LINE LTD.

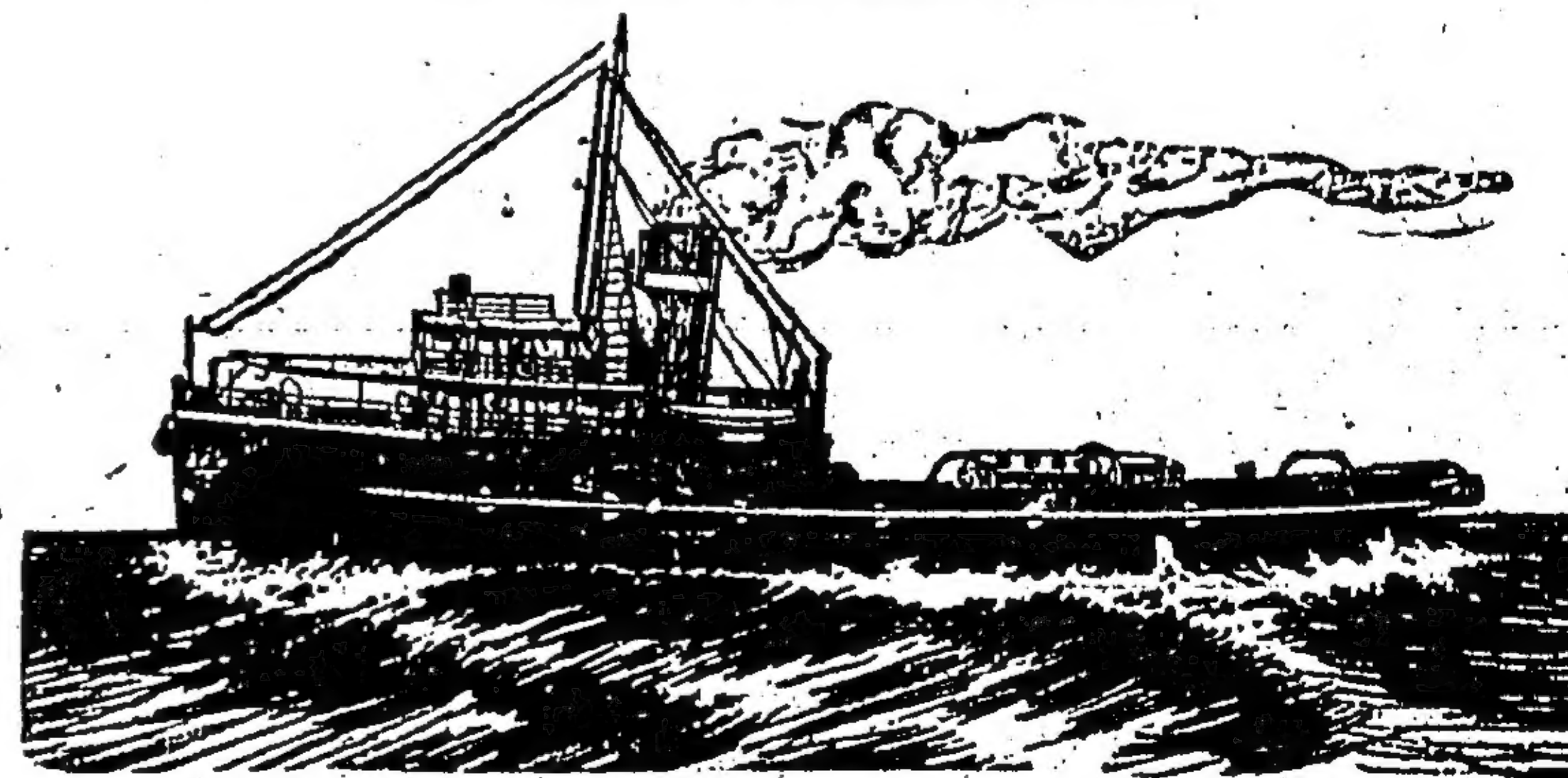
General Agents.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG

Codes Used A1, A.B.C. Fifth Edition, Engineering, First and Second Edition,
Western Union and Watkins.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and
Brass Founders, Forge Masters, Electricians.



Twin-Screw Ocean-going Tug and Salvage Steamer "Henry Keswick"

Built, engined and equipped complete by The Hongkong & Whampoa Dock Co., Ltd., Hongkong,
for their own service, 1921. Length 165' B.P., Breadth 34' (m) oph 17' (m) I.H.P. 2000
Fitted with electrically driven submersible and centrifugal pumps, air compressor, wireless,
searchlight and all modern appliances for Salvage Work.

Please address all inquiries to the Chief Manager.

R. M. DYER, R. Sc., M.I.N.A., Kowloon Dock, HONGKONG.

Shipping Europe, Australian, and other Ports.

P. & O. BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES INCORPORATED IN ENGLAND) TO
Straits, Java and Burma, Ceylon India, Persia Gulf, West India,
Mauritius, East & South Africa, Australasia, including New
Zealand & Queensland Ports, Red Sea, Egypt, Europe, etc.
*INSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H. M. GOVERNMENT.)

S.S.	Tons	From Hong-kong (about)	Destination
SOUDAN	6,696	19 Mar. noon.	S'pore, P'ang, C'bo & B'bay
KARHAR	9,005	21 Mar. noon.	M'les, London & Antwerp
KIDDERPORE	5,334	21st Mar.	Singapore & Bombay
MIRZAPUR	6,715	26th Mar.	Singapore & Bombay
SICILIA	6,813	1st Apr.	S'pore, P'ang, C'bo & B'bay
MAINTUA	10,902	4th Apr.	Marseilles & London
KARMALA	9,098	18th Apr.	M'les, London & Antwerp
MACEDONIA	11,089	2nd May	Marseilles & London
SARDINIA	6,684	16th May	S'pore, P'ang, C'bo & B'bay
NAGOYA	6,854	26th May	Marseilles & London
SOUDAN	6,696	28th May	S'pore, P'ang, C'bo & B'bay
MOREA	10,911	30th May	Marseilles & London
SICILIA	6,813	9th June	S'pore, P'ang, C'bo & B'bay
KALYAN	9,144	13th June	M'les, London & Antwerp
SICILIA	6,813	23rd June	S'pore, P'ang, C'bo & B'bay
MALWA	10,941	27th June	Marseilles & London
KASHMIR	9,885	11th July	M'les, London & Antwerp
SARDINIA	6,684	22nd July	S'pore, P'ang, C'bo & B'bay

BRITISH INDIA-APCAR SAILINGS (South)

TAIRA	7,983	19th Mar.	S'pore, Penang & Calcutta
TAKADA	6,946	1st Apr.	S'pore, Penang & Calcutta
TALMA	10,010	18th Apr.	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

*ARAFURA	6,000	1st Apr.	Manila, S'kan, Thursday Is., Townsville, B'bane, S'ney and Melbourne
ST. ALBANS	4,500	29th Apr.	
TANDA	6,956	3rd June	

*Will Call at Iloilo v. Kolambagan
The E. & A. S. S. Co., Ltd. steamers will also call at Shanghai, Iloilo, Cebu, Kolambagan, Tawau, Timor, Darwin, or other ports en route as inducement offers. Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver San Francisco, etc.
The P. & O. Royal Mail Steamers to London via the Cape.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

KARMALA	9,098	21st Mar.	Shanghai, Moji & Kobe
TALMA	10,010	26th Mar.	Kobe
MACEDONIA	10,089	3rd April	Shanghai, Moji & Kobe
TILAWA	10,066	4th April	Kobe
ST. ALBANS	4,500	4th April	Moji & Kobe
TALAMBA	8,500	14th April	Kobe
SARDINIA	6,684	17th April	Shanghai, Moji & Kobe
NAGOYA	6,854	23rd April	Shanghai, Moji & Kobe
TAKIWA	7,936	25th April	Kobe
MOREA	10,911	1st May	Shanghai Moji & Kobe
SOUDAN	6,696	1st May	Shanghai & Kobe
TAIRA	7,983	3rd May	Kobe
TANDA	6,956	9th May	Moji & Kobe
KALYAN	9,144	15th May	Shanghai, Moji & Kobe

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Co's Office up to noon on the day previous to sailing. For Passage Rates, Handbooks, Freight, etc., apply to
MACKINNON, MACKENZIE & Co., Agents.
P. & O. Bldg., Connaught Rd., C.

GLEN AND SHIRE.

JOINT SERVICE OF STEAMERS.

U. K. STRAITS, CHINA & JAPAN Service

OUTWARDS. HOMEWARDS

Vessel.	Due Hongkong.	Vessel.	Leaves Hongkong.
GLENARRY	31st March.	PEMBROKESHIRE	16th March.
GLENSHIRE	13th April.	L'don, H'dam & H'burg via Oran	
GLEN PD	16th April.	GLENIFFER	6th April
GLENDA	5th May.	L'don, H'dam & H'burg via Oran	
CARMARTHENSHIRE	14th May.	GLENOGLE	18th April.
		London, Rotterdam & H'burg	

Movements are subject to change without notice.
For freight or further particulars please apply to:—

JARDINE MATHESON & CO., LTD.**THE GLEN LINE, LTD.**

Telephone Central No. 215, sub-ox. 23 and 3696.

AUSTRALIAN ORIENTAL LINE.HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.
SAILING (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong from Australia.	Leave Hk. for M'les Fort Banga, Thurs. Is & A'linn Ports.
CHANDISHA	23rd Mar.	28th Mar.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand and Tasmanian ports.
For Freight and Passage apply to
Butterfield & Swire.
Telephone Central No. 36. Agents.

COMPANIA TRANSATLANTICA DE BARCELON

(Spanish Royal Mail Lines)

MANILA, SINGAPORE, COLOMBO, SUEZ, PORT SAID, BARCELONA & OTHER SPANISH PORTS.

C. LOPEZ Y LOPEZ	28th Mar.
ISLA DE PANAY	23rd May
LEGASPI	14th July

YOKOHAMA, KOBE, MOJI & SHANGHAI.

ISLA DE PANAY	4th May
LEGASPI	25th June

The steamers of this Company are all classed 100 A1 at Lloyd's and are fitted with every modern convenience for comfort and safety of passengers. Stewardess and Doctor carried.

For particulars of freight or passage apply.—

BOTELHO BROS.Tel. 1331. Alexandra Buildings, Hongkong.
O. D. BARRETT, 24, 28 Central Avenue, S. C. CANTON.

Shipping to Europe, Australia, and other Ports.



SAILINGS SUBJECT TO ALTERATION

Through Bills of Lading issued to all Overseas Common Points in U.S.A. and Canada.

VICTORIA, SEATTLE & VANCOUVER via Shanghai & Japan ports.

Through passage rates to Europe via America U. S. 405, G. 420, G. 440.

KAGA MARU ... Sunday, 15th Mar. at 11 a.m.

ITO MARU ... Friday, 3rd Apr. at 11 a.m.

MARSEILLES, LONDON & ANTWERP via Singapore & Ports.

ATSUTA MARU ... Wednesday, 25th Mar. at 11 a.m.

KASHIMA MARU ... Wednesday, 8th Apr.

HAMBURG via LONDON & ROTTERDAM & Ports.

MITO MARU ... Thursday, 16th Apr.

LIVERPOOL via ADEN & MARSEILLES.

TOBA MARU ... Monday, 16th Mar.

SYDNEY & MELBOURNE via Manila & Ports.

TANGO MARU ... Wednesday, 18th Mar. at 11 a.m.

AKI MARU ... Wednesday, 22nd Apr.

NEW YORK and/or BOSTON via PANAMA.

MAYEDASHI MARU ... Sunday, 15th Mar.

BUENOS AIRES via Singapore, Durban & Cape Town.

BOMBAY via Singapore & Colombo.

ASUKA MARU ... Saturday, 28th Mar.

CALCUTTA via Singapore, Penang & Hongkong.

SADO MARU ... Friday, 20th Mar.

NAGASAKI, KOBE & YOKOHAMA.

AKI MARU ... Thursday, 12th Mar.

SHANGHAI, KOBE & YOKOHAMA.

TAMBA MARU ... Tuesday, 17th Mar.

PENANG MARU ... Wednesday, 18th Mar.

MOJI MARU ... (Moji direct) Thursday, 19th Mar.

SUWA MARU ... Tuesday, 24th Mar.

For further information apply to — **NIPPON YUSEN KAISHA.**

Tel. Central Nos. 292, 293 & 2422. S. KINOSHITA, Manager

COAST SHIPPING.

THE BANK LINE LTD.NEW YORK, BOSTON & BALTIMORE
AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. Co., Ltd.)*S.S. KASENGA via Suez Canal 19th Mar.
*S.S. CITY OF DURBAN do. 7th Apr.
*Calls NEWPORT NEWS.**BOSTON & NEW YORK
AMERICAN & ORIENTAL LINE**

S.S. COPENHAGEN via Suez Canal 31st Mar.

UNITED KINGDOM & CONTINENT

"ELLERMAN" LINE

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. CITY OF PEKIN 25th March

For London, Rotterdam, & Hamburg.

S.S. TRAFFORD HALL 14th April

For Marseilles, London, Rotterdam & Hamburg.

MODERATE PASSAGE RATES TO MARSEILLES & LONDON.

**MAURITIUS & SOUTH AFRICA
ORIENTAL AFRICAN LINE**

S.S. ... Sails Hongkong

Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay & Capetown.
Through bills of lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombassa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay, & Madagascar.

FOR FREIGHT OR PASSAGE ON ANY OF THE ABOVE LINES. APPLY TO:—**THE BANK LINE LTD.**
Telephone C. 4791.

BOSTON, NEW YORK & BALTIMORE.

Joint Service of the

"BLUE FUNNEL LINE"

(Ocean S.S. Co., Ltd., & China Mutual S.N. Co., Ltd.)

AND

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S.S. Co., Ltd.)

Sailings from Hongkong.

S.S. KASENGA	via Suez Canal	18th Mar.
S.S. TYDEUS	via Suez Canal	29th Mar.
S.S. CITY OF DURBAN	via Suez Canal	7th Apr.
S.S. HELENUS	via Suez Canal	13th Apr.

* Boston & New York only.

Steamers proceed via Suez Canal or Panama Canal at Owners option Subject to change without notice.

For Freight and particulars apply to:—

BUTTERFIELD & SWIRE or THE BANK LINE, LD. HONGKONG.
HONGKONG & CANTON: HOLYOAK, MASSEY & Co. Ltd. CANTON.**OREGON ORIENTAL LINE**

Operated for

UNITED STATES SHIPPING BOARD
by COLUMBIA PACIFIC SHIPPING COMPANY

offering the only DIRECT Trans-Pacific PORTLAND SERVICE

CONSIGNEES.

NOTICE TO CONSIGNEES

Verenigde Nederlandsche
Scheepvaart-Maatschappij

(United Netherlands Navigation Company)

Holland-oost Azle Lijn.

(Holland-East Asia Line.)

From Amsterdam Rotterdam,
Hamburg and Bremen.The Steamship,
"ZOSMA (3)"

having arrived from the above ports, consignees of cargo by her are notified that all goods are being landed at their risk into the hazardous and/or extra-hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and from the wharves delivery may be obtained.

Goods not cleared by the 19th. March, 1925, will be subject to rent.

All broken, chafed and damaged packages are to be left in the godowns, where they will be examined on the 18th. Mar. 1925, at 10 a.m. by Messrs. Goddard & Douglas.

Claims against the steamer must be presented in writing within ten days after arrival of steamer, otherwise they will not be recognized.

No Fire Insurance will be effected by the undersigned in any case whatever.

Bills of Lading will be countersigned by

JAVA-CHINA-JAPAN LIJN,
General Agents,
Hongkong, 12th. March, 1925

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.

AND

CHINA MUTUAL STEAM

NAVIGATION CO., LTD.

Consignees per Company's

Steamer "EUMAEUS"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk and subject to terms and conditions of storage at Holt's wharf. The Cargo will be ready for delivery from Godown on and after 12th. March

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 18th. March, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 1st. April, or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE.
Agents

Hongkong, 12th March 1925.

NOTICE TO CONSIGNEES

THE BEN LINE STEAMERS.

LIMITED.

From MIDDLESBRO. ANTWERP, LONDON & STRAITS.

HOTELS.

THE HONGKONG
HONGKONG HOTEL: REPULSE BAY HOTEL: PEAK HOTEL
Telegraphic Address: "KREMLIN, HONGKONG"
AND
SHANGHAI
ASTOR HOUSE HOTEL: PALACE HOTEL:
GRAND HOTEL KALER. MAJESTIC HOTEL
Telegraphic Address: "CENTRAL, SHANGHAI"
HOTELS,
LIMITED

In association with the Grand Hotel
Des Wagons Lits, Ltd. Peking.

KOWLOON HOTEL.**THE PREMIER HOTEL KOWLOON.**

First Class Billiard Room & Saloon Bar.
Electric Lift and Telephone to each Floor.
Tel. K. 603 and K. 609, Cable address: "KOWLOTEL, Hongkong."
Under the Personal Supervision and Management of
FRANK L. COOKE, Proprietor.

KING EDWARD HOTEL.

CENTRAL LOCATION
ELECTRIC LIFTS AND LIGHTING,
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETS ALL STEAMERS
Tel. Central 373. Telegraphic Address "VICTORIA"
J. WITCHELL,
Manager.

THE EUROPE HOTEL.

SINGAPORE.
FOR
COMFORT-FOOD-MUSIC-DANCING

Terms:—A la carte or inclusive.

The after-dinner dances are held every Tuesday,
Thursday and Saturday.
Telephones in every room.
The Europe Orchestra plays nightly during Dinner,
and for Tiffin on Saturdays.

GRILL ROOM

Telegrams "Europe Singapore". **ARTHUR E. ODELL,**
Telephone 2740. Managing Director.

QUEEN'S THEATRE

To-day at 2.30, 5.15, 7.15 & 9.15

To-morrow (Sunday) at 6.00, 7.15 & 9.15

FIRST NATIONAL PICTURES
Presents:

DOROTHY GISH

and

Richard Barthelmess

— in —

Joseph Hergesheimer's flaming romance of
Latin love and spanish hate,

"The Bright Shawl"

A Brilliant Romance of an American Boy
and a Radiant Cuban Dancer — a Seductive
Saint with Painted Lips and Flashing Heels.

A John J. Robertson Production
in 8 parts.

Soldiers and Sailors Half Price to 1st. and
2nd Classes.

THE NAVY'S CHOICE

Coates'
ORIGINAL

PLYMOUTH GIN

OBTAINABLE.

EVERYWHERE.

*Experience
teaches!*



THE FACT THAT "EXPERIENCE TEACHES"
IS EMPHASISED BY THE POPULARITY OF

CAPSTAN

All "CAPSTAN" are MADE IN ENGLAND

This advertisement is issued by the British American Tobacco Co. (China) Ltd.

CITY HALL

MONDAY, 16th March 1925
at 5.30 p.m.

Cello Recital

The Distinguished Russian
Cellist

Mr. Serge Stoopin

at the Piano: Mr. Harry Ore

Admission:—\$2 and \$1.

BOOKING AT ANDERSON'S.

LENTEN MISSION

at the
CATHOLIC CATHEDRAL

THE Rev. Father M. J. Mc.
Neal S. J. of the Catholic
University of Tokio, Japan, will
give a Lenten Mission at the
Catholic Cathedral commencing
Wednesday 18th. March to Wed-
nesday March the 25th.

The Mission will begin every
day at 6 p.m. but on Sunday
March the 22nd. it will commence
at 4.30 p.m.
All Catholics are cordially in-
vited to attend.

**DYSPEPTICS CAN EAT
WHAT THEY LIKE**

If they take half a teaspoonful of
Bismarck Magnesia in a little
water immediately after eating.
No matter how badly you may
suffer from indigestion, dyspepsia,
gas, flatulence, or acidity—no
matter how many medicines you
may have tried without success—
don't give up hope. Thousands
who once suffered as you now
suffer—who had tried everything
without obtaining relief—now
enjoy perfect health, and can get
almost anything without the
slightest pain or discomfort. You
can do the same if you will go
to-day to any good chemist and
get a package of Bismarck
Magnesia. Take as directed
above and you'll soon forget you
ever had a stomach. You'll find
your vital organs strengthened,
while content and enjoyment
will fill your life. But be quite
sure you get the right thing—
for your protection the oval
"BISMARCK" trade mark is
prominently displayed on the
wrapper, and you should look for
it when buying.

The Sign
of the
Globe

BISMARCK

See it on
every
Package

EXCHANGE.

(Opening Rate: closing Rate on Page 1.)

SELLING.

T/T. ...	2/31	30 d/s. San Francisco and New York	5/61
Demand ...	2/35/16	4 m/s. Marks	Nom.
30 d/s. ...		4 m/s. France	11.16
4 m/s. ...	2/31	6 m/s. France	11.35
T/T. Shanghai	Nom.	Demand, Germany	
T/T. Singapore	971	Demand, New York	541
T/T. Japan	1321	Demand, Bombay	152
T/T. India	152	T/T. Calcutta	152
Demand, India		Demand, Calcutta	Nom.
T/T. San Francisco and New York	541	On Yokohama	1321
T/T. Java	1341	Demand, Manila	109
T/T. Marks	Nom.	Demand, Singapore	971
6 m/s. L/C	10.55	Demand, Batavia	1341
30 d/s. Sydney and Melbourne	2/41	On Haiphong	Nom.
		On Saigon	Nom.
		On Bangkok	971
		Sovereign	8.67
		Gold leaf per Tael	47.80
		Bay Silver, ready	31.15/16
		forward	311
		Bank of England rates	3%
		New York/London	4.78.13/16

SUBSIDIARY COINS.

Hongkong 50 cents piece	par.
10 "	par.
5 "	6.1/2% dis.
Canton sub. coins	297.50% dis.
Gold leaf	\$47.80
Hongkong Mar. 14 1925.	

POST OFFICE NOTICES.

The transmission of Radio telegrams to Swatow is suspended.

INWARD MAELS.

From	Per Sinking	Due.
Shanghai	...	14th March
Europe via Negapatam (Letters & Papers, London 12th Feb.)	Persia	14th
Shanghai & Europe via Siberia (London 20th February.)	Yingchow	15th
Shanghai	Ruiyang	15th
Saloon	Angara	16th
U.S.A., Honolulu, Japan & Shanghai	Pros. Gardfield	16th
Manila	Rmp. of Canada	17th
U.S.A., Honolulu, Japan & Shanghai	Pros. Wilson	17th
Japan	Teago M.	17th
Australia & Manila	St. Albans	2nd April

OUTWARD MAELS.

For	Per	Date.
Hohow & Haiphong	Leasing	Sun., 15 inst., 8.30 a.m.
Fort Bayard	Rui Li	Sun., 15 inst., 9 a.m.
Shanghai & Japan	Kaga M.	Sun., 15 inst., 9 a.m.
"Swatow, Amoy & Formosa"	Horan M.	Sun., 15 inst., 9 a.m.
"Swatow & Bangkok"	Kaying	Sun., 15 inst., 9 a.m.
Shanghai, Japan & Europe via Siberia	Angara	Mon., 16 inst., 2.30 p.m.
	(Correspondence specially superscribed "via Siberia" only.)	
Straits	Pembrokehire	Mon., 16 inst., 8.30 a.m.
Straits & Egypt	Thesus	Mon., 16 inst., 8.30 p.m.

ODASCHEAM

If in washing water, you drop Odascheam,
Any facial creases decrease.
It maketh the skin, to glow and to gleam.
By its use, irritation will cease.
And if when you shave, you will but use me,
You'll find the shave easy, and much smoother be.

From chemists and stores 75 cents only per bottle.

ENTERTAINMENTS

TODAY ONLY
at 2.30, 5.15, 7.15 and 9.15 p.m.
LAST PERFORMANCES

of
RICHARD BARTHELMLESS
in
THE FIGHTING BLADE

Starting Tomorrow
**THE LITTLE CHURCH
AROUND THE CORNER**

with
Claire Windsor, Kenneth Harlan,
Hobart Bosworth, Pauline Stark,
Alec B. Francis, Winter Hall.

and an all star cast

THE CORONET**THE NIGHTMARE**

William Fox presents
ELMER CLIFTON PRODUCTION

**6 CYLINDER
LOVE** with
ERNEST TRUES

From the stage success by William Anthony McGuire

Showing together with

Charlie Chaplin in **THE
VAGABOND**

TO-NIGHT at **THE STAR**

WORLD THEATRE

LAST CHANCE TO SEE
MONTE BLUE AND IRENE RICH
in
Their wonderful production

"DEFYING DESTINY"

In this unusually fine production the versatile star is given an
opportunity for the display of her emotional ability—of a power
hitherto unrevealed. Every moment is an unforgettable heart-
throb. Every scene is a thrilling climax.

FINAL SHOW TO-DAY

STARTING TO-MORROW 6. and 9.15 p.m.
The World's Greatest Dramatic Stars

IVAN MOZUKIN & NATHALIA LESSIENKO

in
Their most sensational photodrama

"THE MORPHINE'S PREY"

By Special Request
Romantic **"KOENIGSMARK"**
will be shown again on Tuesday, 17th.

Printed and Published for the Proprietor by Frederick Farnham,
Franklin, at 11, Ice House Street, in the City of Victoria Hongkong.